THE BUILDER

INCORPORATING

"ARCHITECTURE" AND "THE BRITISH ARCHITECT"

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THE ROAD PROBLEM

IT is always enlivening to meet with an enthusiast, especially when his arguments are supported by copious information; and these two qualities undoubtedly characterise Lt.-Col. Mervyn O'Gorman's pamphlet on "Road Transport and the National Plan."* Probably few have taken a keener interest in our road problems than he has, and this pamphlet is packed full of instructive matter. The conclusions arrived at may occasionally be challenged, but the validity of the facts on which they are based is indubitable.

The importance of communications in the reorganised Britain that our post-war policy envisages can hardly be overstated, but it must be realised that this is but one factor in a general plan and has to be worked out in close relation to all the others, not, as Lt.-Col. O'Gorman advocates, as the first and foremost item in the programme. His remark that: "The good road plan is the only instrument that gives free rein to sociological, economic and æsthetic planners without their clashing with one another" goes rather too far, and that—"A road plan must be able to give accessibility for all to everywhere promptly, safely and cheaply"—is economically unsound, bearing in mind all the numerous other claims that reconstruction will make on finance. It is true that these two propositions are qualified by the admission that the planner "must first learn about the economics of the siting of agriculture and of new factories, of their mutual dependence on one another, on quick transport, on the suitability of the local labour pool and on the nearness in time of markets," but these and other economic and social factors do not, throughout this pamphlet, seem to be appreciated as dictating or even influencing the road plan, which, on the contrary, is regarded as requiring to be laid out first.

Lt.-Col. O'Gorman is justifiably severe on the Government policy of taxing the motor to the extent of £100 millions a year, and only expending £57 millions of this on the roads, though it was originally claimed that the tax was imposed to provide for the necessary road improvements, which would have well repaid their cost. A carefully studied comparison is made between road and railway transport and the relative advantages of these for various types of goods. Transport charges should be charged on actual costs and not, as at present, be graded for various adventitious reasons which penalise some types to the advantage of others and are consequently out of gear with a comprehensive economy.

Maps show the 4,500 miles road scheme of the Transport Ministry (1937) and the 1,000 miles scheme recommended by the County Surveyors' Society (1938), but a more interesting one is that outlining the main industrial area of England, extending from London to West Yorkshire and Lancashire. It is probably merely an intriguing coincidence that Watling-street, the principal Roman road, approximately bisects this area, but then both the area and the road divide the country into two nearly equal halves. Another map, by Prof. E. G. R. Taylor, shows that an unexpectedly small proportion of the total area is actually occupied for industrial purposes, and it is suggested that the lighter industries, at any rate, might be more widely distributed, with a proportionate expansion of the road plan to facilitate this as far as practicable. Such a course would distribute the population more equally and improve living conditions.

It is difficult to accept the emphasis that is placed on the axiom that the road plan must precede the building plans on the ground that roads are more permanent than buildings; this might be true, but the deduction false. Roads are an item of service to life and work, and the facilities they provide dictate their pattern; if living conditions change and demand an altered type of organisation, then the road pattern will have to be changed to fit it. It is agreed that the road design must provide for expansion, but changes in industrial or other activities might require revisions quite as drastic as those for buildings and their adjuncts.

It is attractive to turn to the advocacy of road-planning as a means of protecting the countryside from spoliation; the claim that beauty and variety can be an essential quality in the road plan is too often ignored, but the belief is expressed that as in the past, the efficiency that is achieved by, or results from, an ordered plan, need in no way conflict with the amenities of either the town, or the countryside. "A plan without a purpose is not a plan but a haphazard happening. The road planner holds the power to protect what areas we will from invasion by the crowds; his purpose is that the good things and places of the country shall become available and not abused: the contacts and collaborations that constitute the social life of civilised citizens are tied up in the road plan and accessibility by road."

The evil of ribbon development has not yet been completely scotched, and the needful complete separation in the functions of an arterial traffic route and an access road has yet to be made. The intermediate use of many of our roads has been the result of the gradual increase in motor speed, but the present-day possibilities in road transport make it evident that both for convenience and safety, the arterial must have its own specific treatment with as few points of access from the local routes as practicable.

Only a side glance is taken at the technical design of these arterial roads. In the pre-railway era there were numerous road improvements to cope with the increasing horse traffic and by earthwork and diversions the maximum gradients were generally reduced from about 1 in 7 to 1 in 14. The flexibility in design of mechanical transport enables it to surmount the steepest gradients in use, but the extent to which this is justified as against the capital cost of superior grading demands study, in addition to the problems of by-passing, crossings, roundabouts, and banking for curves.

The consideration of the serious toll of life and limb taken by accidents in connection with motor traffic receives detailed attention with reasons and remedies; but this we regard as of such importance as to require to be reserved for a special review of this aspect.

* Issued by the British Road Federation.

NOTES AND NEWS

New Planning Ministry.

SIR WILLIAM JOWITT (Paymaster-General) informed the House of Commons on Tuesday that, in view of the increased responsibilities which would attach to the work of town and country planning in the future, and the importance of the Minister being able to devote the necessary time and attention to the task, the Government had decided to ask Parliament to constitute a separate Ministry of Town and Country Planning in England and Wales, under a separate Minister. This Minister would be a member of the Ministerial Committee already considering the future policy of reconstruction under his (Sir William Jowitt's) presidency, and his main function would be to ensure, in association with the Departments concerned, that the translation of the agreed national policy into terms of land use and physical development was conceived as a single consistent whole. Lord Portal made a similar statement in the House of Lords.

Planning Exhibitions.

THE Royal Academy Exhibition of its plan for Central London closed last week and valedictory notes have appeared in the Press from Sir Giles Gilbert Scott, Lieut.-Colonel Mervyn O'Gorman, and Sir Charles Bressey. We understand that work on this plan is to continue, and we may see it in a second edition at a future date. The public would be in a better position to appreciate the validity of this scheme when they have had the opportunity to study the general principles on which planning should be based. These principles form the programme for the R.I.B.A. Exhibition which is to be opened at the National Gallery in February next. In scope, the exhibition will aim not so much at providing definite solutions for specific problems as at giving an indication of the principles dictating the mode of approach. Logically, this should have come first, but circumstances prevented such a course; it is, however, inevitable that the present activities will bring forth numerous other plans, both official and voluntary, so that the informatory studies of the R.I.B.A. will have a definite value.

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Liverpool Housing Problem.

CONTINUING his conferences with local authorities, the Minister of Health (Mr. Ernest Brown) discussed on November 23 with representatives of Liverpool Corporation the present and post-war housing problems of the city. The deputation said that owing to the shortage of labour for works of repair and to the cessation of house-building the housing conditions of the city had seriously deteriorated. A very tentative estimate of the city's post-war need was 30,000 houses. They considered that as soon as labour and materials could be made available, war-damaged houses should be fully restored and the 2,000 new houses on which work was suspended in 1939 should be completed. The Council were ready to let at short notice contracts for 7,000 houses on sites for the development of which plans had been prepared.

The Minister said that he was glad to know of the preparedness of Liverpool where so much good housing work had been done before the war, and he hoped all local authorities would concentrate on putting themselves in a similar position. In his view housing was going to be the biggest and most vital social problem. The question of more labour and materials being made available for repairs was being considered, and he was still hopeful that some new house-building could be undertaken before the end of the war. If his hopes were realised, a start should clearly be made on uncompleted sites. He undertook to arrange for officers of the Ministry of Health and of the Ministry of Works and Planning to visit Liverpool in order to examine the problems on the spot.

Temporary Architect, E. Riding.

EAST Riding of Yorkshire County Council invite applications from Corporate Members of the R.I.B.A. for the appointment of Temporary County Architect at a salary not exceeding £700 per annum. Forms and conditions of appointment may be obtained from Mr. T. Stephenson, Clerk of the County Council, the County Hall, Beverley, returnable by December 18.

From the R.A. "Plan for London" Exhibition.

Suggested Scheme for Replanning British Museum Area.

"TOWARDS A CONSOLIDATED BUILDING PROFESSION"

MR. BIRD'S TALK TO ARCHITECTURAL ASSOCIATION

A MEETING of the Architectural Association was held at 36, Bedford-square, W.C.1, on November 24, at which the principal business was to hear and discuss a lecture by MR. ERIC L. BIRD, A.R.I.B.A., entitled "Towards a Consolidated Building Profession." MR. ARTHUR W. KENYON, F.R.I.B.A. (President of the Architectural Association) occupied the chair.

MR. BIRD said perhaps the most significant phenomenon in our national life to-day was the extent to which collective action towards victory had replaced the old individualistic struggle towards a comfortable life. What had been the manifestation of this co-operative effort in a building industry now directed solely to the war effort? Much of the detail work of building the vast schemes of factories, camps, aerodromes and munition stores had been undertaken by architects, engineers and surveyors working as teams. Joint professional action had been thus achieved at the working level to a degree realised before the war only in a few municipal offices. The extent of this joint professional action had hardly been recognised by the professional societies, nor by those senior members of the professions who retained individual consulting practices; but the younger men were strongly aware of it. The formation of the R.I.B.A. Architectural Science Board was one indication of this will towards co-operative effort. That Board consisted of scientists, architects, engineers, surveyors and others who, early in the war, had come together to study the social, organisational, technical and educational problems of building, and because the urge towards collective action existed, it had needed no more than a single unofficial meeting to set it going.

The Building Industry's Function.

"What will be the post-war effect of this state of affairs?" asked the lecturer. "Among all recent speeches and writings on post-war reconstruction in the building industry, it seems to be accepted that we should retain the pre-war professional framework, with the great professional societies acting much as heretofore, and with lesser sectarian bodies skirmishing around their massive flanks, the larger bodies regarding each other with a smiling suspicion while carrying on a ferocious backyard warfare with their small rivals. What of the future? The function of the industry is to provide the nation with the buildings it wants. Before the war this was a haphazard affair. But we have now for war purposes, substituted a direct acting, controlled system of national economy, and with it a similar system of providing buildings. The system of public control of building and the co-operative aspects of professional work accompany each other, and after the war the extent of co-operative working among members of the various professions will depend a great deal on the political set-up of the country. If control and unified effort are to remain professional organisations must be reorganised."

The building industry could be divided into two main sections. First was the professional division whose job was to define problems, to design solutions of them and to supervise their execution. This work had been defined by the Architectural Science Board as "the specification of proper particulars." The second division of the industry was the executant—the manufacture and distribution of materials and the assembly of buildings according to the proper particulars as specified by the professional side. The way in which the professional and executant sides of the industry would have to work to provide the nation's building would depend primarily on the political and economic conditions of the nation as a whole. With unregulated profit and competition they must remain separated; but under a system of controlled building the distinction between professional and executant sides need not be rigid. The present need for the professional side to protect the client against bad building and high prices would disappear, because it would be to the interest of the executant side to carry out the proper particulars to the best of its ability and at a reasonable speed. Thus there could be steady production alike in manufacture and erection according to a prearranged national programme. Under this system a team of architects, town planners, engineers, managers and operatives could be detailed to do a specified job, whether a single building or a whole town. But it was much more likely the professional and executant sides would remain separate entities.

Pre-war the professional side of the industry had hardly been satisfactory, with many practitioners competing against one another in the open market, though there was partial control by a code of professional conduct and a scale of charges. There had been something of a scramble for jobs. The salaried men had been in a more secure position personally, but they and their work had often suffered from the fact that they were employees and not consultants. "There has been, and there still remains," said the speaker, "a competition between the professions, and a vast amount of time and energy is wasted on these rivalries. Can I draw a parallel to the state of affairs? How rash and foolish appear now the jealousies and squabbles, the insistence on trivial rights by the small nations of Europe before the Nazi flood engulfed them! Should not the technical men in the building industry take warning and consolidate their professions lest they become engulfed by the flood of big business and find themselves wage-slaves under boards of directors?

The Basis for Consolidation.

"What is the basis for consolidation? I suggest it is twofold—professional competence and professional integrity. The one is useless without the other, but together they are a guarantee of that professional freedom without which the nation cannot be served by an honest and competent building technique. Integrity is, of course, more than technical honesty; it embraces commercial honesty, because professional men have to handle large sums of other people's money. It must be agreed by all thinking persons that a code of professional conduct, rigidly enforced, is essential if a profession is to enjoy public confidence. The other requisite is professional competence, which means primarily a sound system of education; architectural education has considerable scope for development, and requires much expenditure of thought and money. Some time ago the R.I.B.A. Architectural Science Board published its first report on architectural education, and that report recognised the need alike for a higher standard of technical and scientific education in entrants to the profession, and the need for greater concentration on architecture's technical side. The sub-committee drafting the report recognised the dual nature of the practice of architecture. They saw that the architect was concerned both with æsthetics and building performance, but they felt the architectural schools were not giving sufficient attention to the study of performance in accord with a world becoming increasingly technical. This report has been misunderstood in some quarters, it being assumed that an insistence on scientific and technical education is in opposition to education in æsthetics. But the two studies are, of course, complementary for the architect. A test of technical education in building can be made by an examination of the work done in the last twenty years. We find an irregular performance, with much poor design by architects and wasteful construction by engineers. There are good men here and there, but the average throughout the country is low."

After some remarks comparing and contrasting the scope of the R.I.B.A. and that of the Institution of Civil Engineers, MR. BIRD returned to his starting point—namely, the fact that the rank and file of architects, surveyors and engineers of all kinds concerned with building had discovered they had a common basis of accord in professional competence and integrity and that it was a waste of effort to quarrel among themselves for precedence or control of the industry. He did not propose any set method of achieving the aim of consolidating the building professions; but some sort of union of professional societies or of professional men appeared desirable if not essential. There must be a common code of professional ethics and a common

COMING EVENTS

Tuesday, December 8.

ILLUMINATING ENGINEERING SOCIETY. Discussion on "Lighting and Post-War Reconstruction." Opened by Mr. A. G. Higgins. At Royal Society of Arts, Adelphi. 5 p.m.

ASSOCIATION FOR PLANNING AND REGIONAL RECONSTRUCTION. Ground Plan for Britain: Further Maps. 32, Gordon-square, W.C.1. 5.30 p.m.

INSTITUTION OF CIVIL ENGINEERS. Fourth Discussion on "Civil Engineers and the Building Industry." Great George-street, S.W.1. 2.30 p.m.

Friday, December 11.

ARCHITECTS' REGISTRATION COUNCIL. Council Meeting, 66, Portland-place, W.1. 2 p.m.

Tuesday, December 15.

INSTITUTION OF CIVIL ENGINEERS. Mr. F. M. Lea, D.Sc., on "Modern Developments in Cement in Relation to Concrete Practice." Great George-street, S.W.1. 2 p.m.

Thursday, December 17.

TOWN AND COUNTRY PLANNING ASSOCIATION. Dr. Edith Summerskill, M.P., on "The Housewife Looks at Planning." Y.W.C.A., Great Russell-street, W.C.2. 1.15 p.m.

Saturday, December 19.

ECCLESIOLOGICAL SOCIETY. Mrs. K. A. Esdaile, on "The Builders of Historic London." 6, Queen-square, W.C. 2.30 p.m.

educational policy. Thus united, architects and others would be in a far stronger position than the present rival professional bodies in bringing pressure on the Government to construct a national system of public education in technics; they would also be in a stronger position than now to do their collective jobs, i.e., the provision of optimum building for the nation. They might well begin by drawing up a statement of principles in much the same way as the American constitution began with a declaration of the rights of man.

Perhaps the most awkward fence to take would be the professional qualifications of the man to direct a particular operation. Who was to be head of a team? That should depend on the job. In cases where structure and performance were the dominant considerations the engineering specialist would be the man; in works involving æsthetics and the humanities the architect; in large-scale planning the town planner; in cost investigation the quantity surveyor; and in research the scientist. Sweden and Switzerland were countries whose building work was of outstanding merit, achieving a uniform high level of quality and a unity in design and performance that we reached but rarely. It was not irrelevant that both countries had single technical bodies embracing all professional men connected with building. But the reason for the high level of quality and of unity in their buildings lay not so much in their having one professional control of building as in a system of education, providing a sound technical basis in the preparatory stages from which specialist technicians could branch off into æsthetics, engineering or building science according to their personal qualities.

Discussion.

MR. R. E. ENTHOVEN, F.R.I.B.A., who moved the resolution for a vote of thanks, said the speaker had referred to backyard squabbles in the professions. Unfortunately, these quarrels were sometimes carried into public squares. Professional federation, such as had been alluded to, was the best solution.

MR. GORDON STEPHENSON, A.R.I.B.A., seconding the resolution, said planning was very much in the air, and each profession was saying, "We are the boys to do the job." But if ever anything was dependent on teamwork it was planning. War time had shown that co-operative teamwork was the inevitable outcome of work on a large scale. It would not be possible after the war for an individual to deal with an area like Bloomsbury.

MR. LAURENCE GOTCH, F.R.I.B.A., said before the war there had been a great deal of co-operative effort on any job of large scale, the architect meeting engineers, specialists and others in a weekly conference.

MR. EDWARD HUNT, F.R.I.B.A., suggested there might be specialisation amongst architects, each devoting his or her studies to some individual type of building, e.g., domestic or office.

MR. JOHN SUMMERSON, A.R.I.B.A., said the architect always had the engineer in mind and wanted to work him in on big jobs, but it was not certain the engineer ever had the architect in mind at all. Was there in engineering circles any body of opinion corresponding to that among the more enlightened architects who sought collaboration with other professions?

Replying to this and other points, MR. BIRD said there were many of the younger engineers, at any rate, particularly those who worked in teams, whose spirit corresponded to that of the architects who sought collaboration. But this spirit did not prevail among engineers to the extent it did among architects.

CORRESPONDENCE

[Whilst we are glad to publish letters on professional and other matters of interest to our readers, it must be understood that we do not necessarily endorse the remarks of correspondents, who will oblige us if they will express their views as briefly as possible.]

Temporary Architectural Assistants.

TO THE EDITOR OF *The Builder*.

SIR,—Having read the letter by "Probationer" in a recent issue, on the subject of status for architectural assistants in Government and Local Authorities' Offices, I would like to support his views. I feel the profession should present a united front in this matter, and the standard set should be the Architects' Registration Act.

When the Government passes an Act to safeguard the profession and the Crown grants a Charter to the leading Institute, it is obviously wrong that in spite of such recognition the Government's own Departments appear to ignore these qualifications. I myself have been in Government service a few years and have seen men who, as far as I can gather, have no qualification whatsoever, other than having been in their own particular department since a boy, promoted to assistant architects, and thereby have the right to call themselves architects, and instruct qualified men who, in addition to having studied their subject, have had considerable experience in the outside world of architecture before entering the Service. All this, as "Probationer" says, is most discouraging, at least to those conscientious workers in the lower grades.

I have not worked in local authorities' offices, but I believe similar conditions prevail.

If I interpret "Probationer" rightly, this is not an issue of higher salaries in a new grade. We want the reward of having worked hard to gain the right to the title "architect." A new grade could be made, such as Assistant Architect III, or Junior Architect, preferably the former. We know we would have to work on the board, as we do now, and that we might not get more salary, but we would be encouraged and ought to be considered as recruits for the higher grades.

CHARTERED ARCHITECT.

TO THE EDITOR OF *The Builder*.

SIR,—There is only one remedy for those architectural assistants who complain about their status in various Government Departments. Let them join the Association of Building Technicians, and take part in their efforts to raise the efficiency and salaries of all those in the building trade.

By joining the ranks of the A.B.T. they will find scope to air their grievances, and by co-operating with thousands of their fellow-workers will eventually make themselves heard. If they remain as individuals they will be left standing like pelicans in the wilderness.

The A.B.T. is the spearhead of the assault on the intolerable conditions which have too often in the past been the lot of the architect's assistant. At present there is no other course to take, so join up and pay up your subscription without delay!

JUDEX.

Civic Design.

TO THE EDITOR OF *The Builder*.

SIR,—I have just read with very great interest the report in your issue of November 6 of Mr. Sharp's lecture to the Architectural Association. There are a number of points which I should like to put forward in this letter, and I will say at once that in doing so I have certainly considered the matter from the point of view of the retail trader.

In the first place, surely, the general public, by virtue of having to shop and work in the premises, will in the long run call the tune; whilst the occupier, in view of his experience of his own business, should have a specialised knowledge of what is required for his purposes, the architect's duty being to embody in a sound building of good design the needs of his client, at the same time paying due regard to the interests of the community.

There were apparently many references to the multiple shop "façade" and from this one assumes that, beyond raising objections to the appearance of the elevation, no other serious criticism is to be made. Whilst there are, of course, exceptions, the multiple shops by and large have been concerned in many large-scale developments in which breadth of vision has had full play, and the general effect of these schemes shows a marked improvement when compared with other developments where small adjoining sites have each been independently built upon with a complete lack of co-ordination, boldness or planning. The multiple firms, if only in their own interests, must obviously draw upon their wealth of experience as property owners, and many of them have long since learned that the use of inferior building materials and so-called "cheap" methods are uneconomical. In addition, included among their number are the recognised leaders of their respective trades, and the general construction and layout of their premises, both from the point of view of their employees and the shopping public, constantly sets the standard for others to follow.

Mr. Sharp appealed for plain, straightforward, honest building; surely a most enlightening remark, which takes us at once to the point that buildings and architecture should be functional. The first function is to give shelter against the elements, yet even to-day, after thousands of years of building, there seems to be much to learn on the fundamental matter of making and keeping a building waterproof. The next function of the building is to provide suitable accommodation for the occupier's habitation and/or trade. In the case of shops, the requirements of occupiers must vary greatly, and it is useless to provide, abutting the public footpath, a row of boxes of uniform dimensions. The shop is a place in which goods are sold and the occupier has the right to display his wares; a shopfront for a tobacconist would be unsuitable for a fishmonger; a provision merchant or butcher requires a greater measure of ventilation than a milliner; a hardware merchant must have extensive warehouse accommodation. All these mean variations in materials, heights, depths and widths of shops, in styles of fascias, shopfronts and fittings. That there should be some control over the elevation is accepted, but below the level, say, of the top of the fascia the trader should, within certain limits of siting and design, be allowed to display his trade-mark or other signs.

By all means let us get back to honest building, and remember always that not only should the buildings be functional, but that every architectural feature had its origin in a function, and no perverted form of this feature should be used merely as a so-called ornament. Let us design our buildings with plain dignity, omitting cement renderings (which invariably crack or craze, exposing inferior

bricks literally to drink up the driving rain), superimposed panels, half-timbering and ornate columns which serve no purpose, the brick-on-edge parapet which is more often water-logged than waterproof, the asphalted flat roof which, though a recognised source of trouble, is so often misused in the name of modernity, the dozens of functionless glazing bars, not to mention the Grecian urns, pinnacles and flower-pots which, until the war came, were still finding their way on to new buildings. Let us choose our bricks for use on external walls with an eye not only to their appearance but to their factor of moisture absorption. With the care of selection, design and labour previously lavished upon worthless "features," transferred to the choice of fine-textured materials, simple and dignified design, and the high standard of workmanship conditioned by such design, there is no reason why the buildings of the next generation should not be among the finest in the history of architecture.

FREDK. E. PARKER.

A State Housing Department ?

TO THE EDITOR OF *The Builder*.

SIR,—It now seems certain that many changes must take place in our social services. Not the least of these is the provision of sufficient housing for the welfare of the population. Once upon a time private enterprise may have made a fair show to supply this need, but in the stress of war this system has completely broken down.

Private enterprise is mainly concerned with the highest possible return on its capital. This leads to many evils. The law may be able to restrain the most rapacious of landlords and compel them to keep their property in a decent state of repair, but there are so many loopholes in the statutes that it is often impossible to get even essentials executed.

Until human nature changes nothing better can be expected, but after the war let us hope that a new spirit will arise to sweep all these abuses away. It would almost be safe to prophesy that in less than fifty years the last landlord will have disappeared from the scene. By that time all housing will be either municipal or State owned. Tenants will pay their rent to "The State Housing Department." Repairs and maintenance will be a full-time State service which will be carried out not as a favour but as a right. No State property will ever be permitted to fall into such awful dilapidation as we see around us to-day. The very word "slum" will be eliminated from the vocabulary.

This desirable achievement cannot happen all at once. It can come about only as the result of clear intensive thought and much hard work by all those who have this great reform truly at heart, but to reach this ultimate goal is not only essential, but imperative. They conquer who believe they can.

JUDEX.

Transfer of Men.

TO THE EDITOR OF *The Builder*.

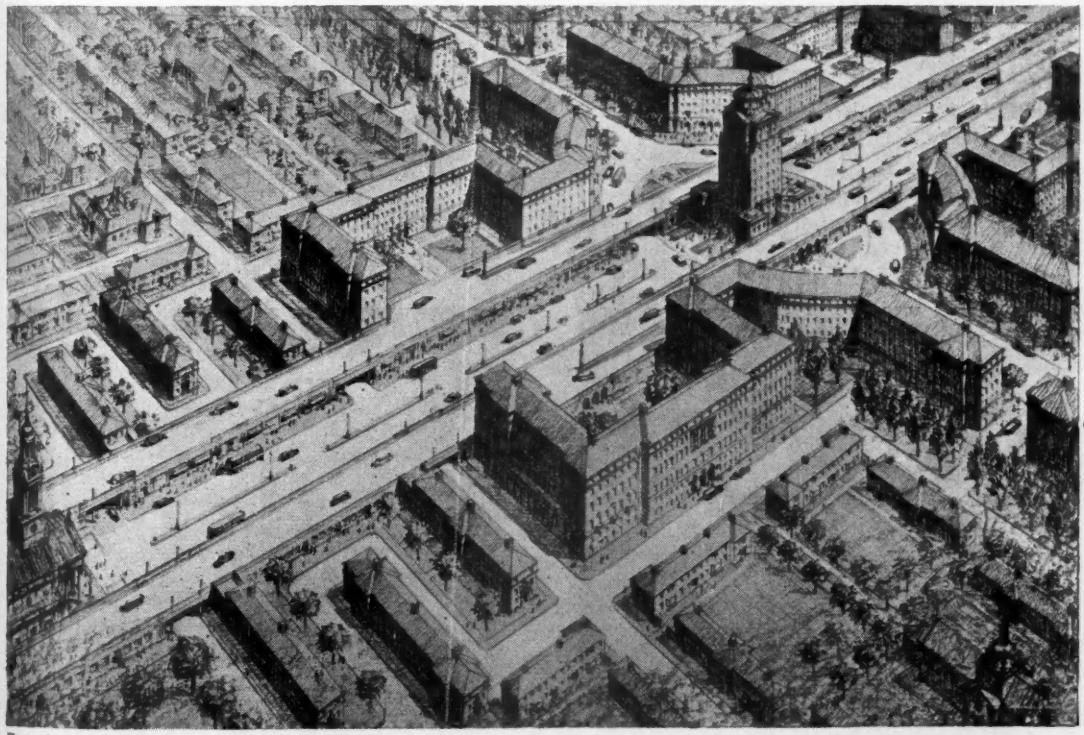
SIR,—I have read with interest Mr. Coppock's letter published in your issue for November 27.

In reply, I assume Mr. Coppock knows the contents of the resolution passed at the special general meeting of the members of this Federation held on November 9, which clearly stated they accepted in principle the necessity for transfer of building trades operatives, but expressed their dissatisfaction at the method of transfer. This being so, it would seem the only purpose of Mr. Coppock's letter is an attempt by implication to discredit the Federation of Greater London Master Builders and to make an attack on builders by implying their protests to be "a desire to preserve sectional interests." If such is his purpose, I can assure Mr. Coppock he will fail in this.

Many medium and small builders represented by this Federation are called upon to make heavy sacrifices in the interests of the country's war effort. They do so willingly, but are moved to protest at what are in their opinion the haphazard methods being adopted for the purpose of obtaining and transfer of men, which result in an unequal distribution of the burden. I am sure nearly 1,700 builders of this Federation and many others will draw their own conclusions as to why Mr. Coppock should consider it necessary to give his opinions. Circumstances may require the admitted "experiment," but surely, in the best interest of the country and the building industry, it is of paramount importance that the parties consulted before putting such an experiment into operation be truly representative of all sections of the industry and not a few.

In conclusion, if Mr. Coppock would like an investigation into what he suggests are vague statements, I should be delighted to assist him, and, if necessary, will arrange for a broad-sheet to be issued to the Press of some of the many letters written by operatives to their former employers. This would surely enlighten him.

L. B. VENNING,
Secretary, Federation of Greater London Master Builders, Ltd.

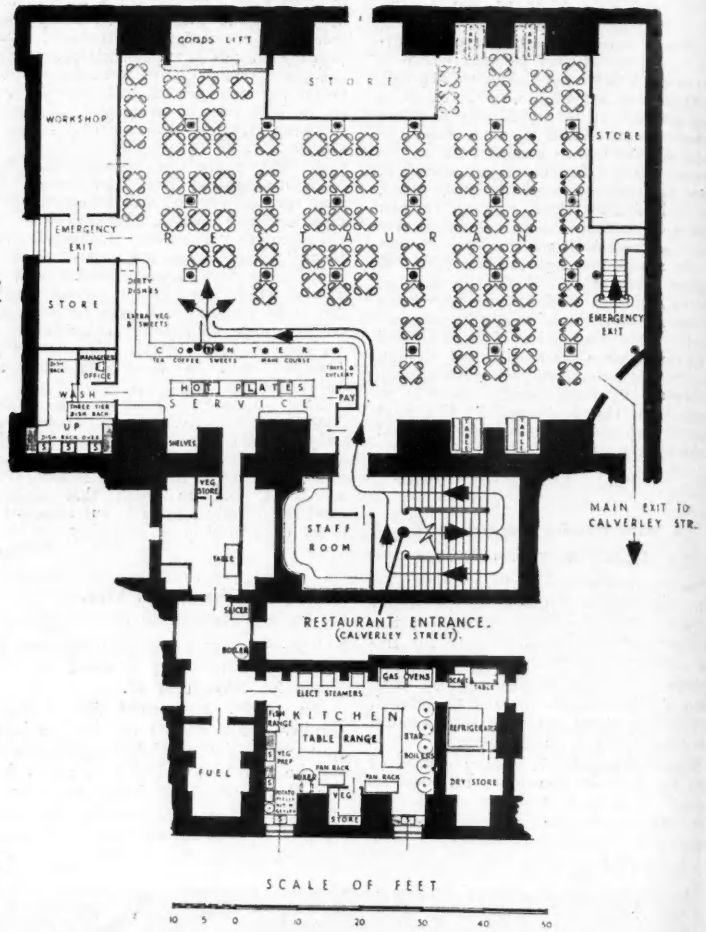


From the R.A. "Plan for London" Exhibition.

Housing and Office Buildings on the South Side, showing R.A. Ring Road with separation of Fast and Slow Traffic.

BRITISH RESTAURANTS FOR THE CITY OF LEEDS

COLONEL W. S. CAMERON, T.D., M.INST.C.E., P.T.P.I., CITY ENGINEER AND SURVEYOR.



PLAN OF RESTAURANT AND KITCHEN.

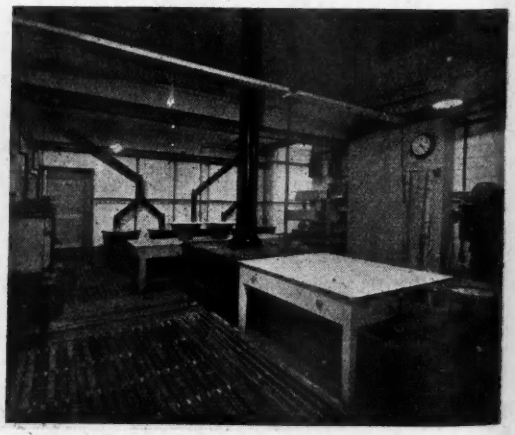
THE CENTRAL BRITISH RESTAURANT, TOWN HALL.

THE CITY OF LEEDS, LIKE OTHER MUNICIPAL Authorities, is still providing British Restaurants, and of the four restaurants completed, the principal and the latest now under construction have been chosen for illustration as possessing features which ensure smooth continuity of rapid service so necessary in the feeding of hundreds of workers during the lunch-hour period of, say, from 11.30 a.m. to 2.30 p.m.

CENTRAL RESTAURANT.—The problem presented here was to provide a restaurant in the heart of the business area, capable of dealing with a considered clientele of 1,500 persons in the period mentioned. The crypt of the Town Hall proved to be most suitable for the restaurant, the kitchen being located in an adjoining part of the building which had suffered from enemy action.

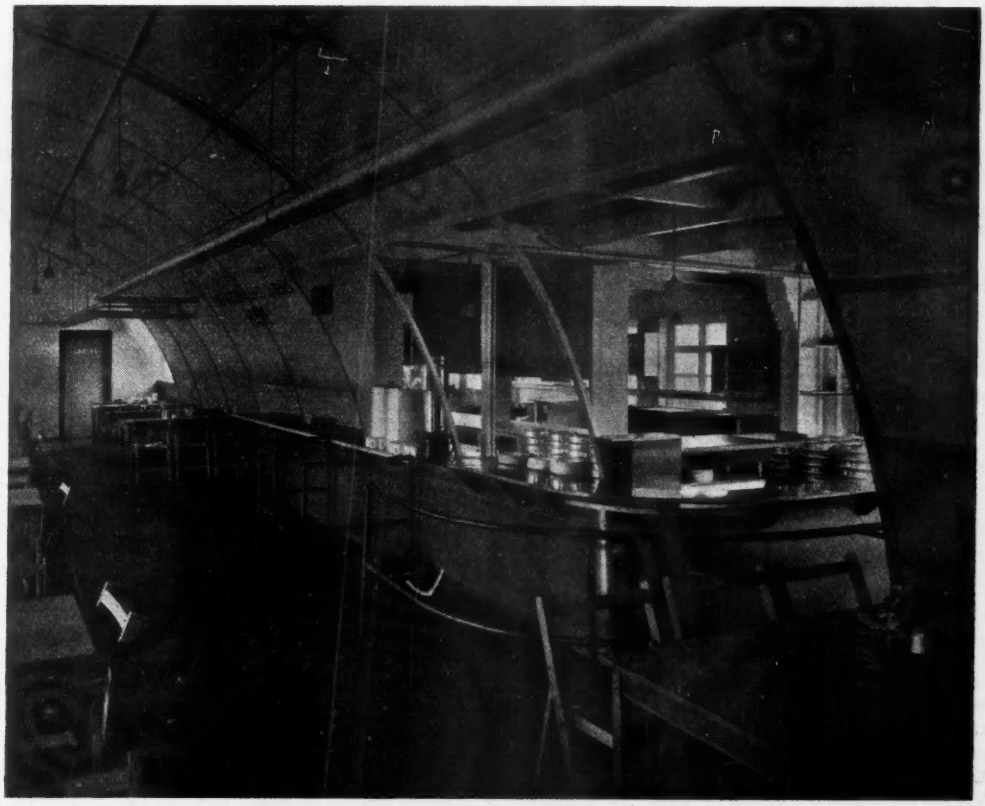
RESTAURANT GENERALLY.—Approach is on

VIEW OF RESTAURANT.

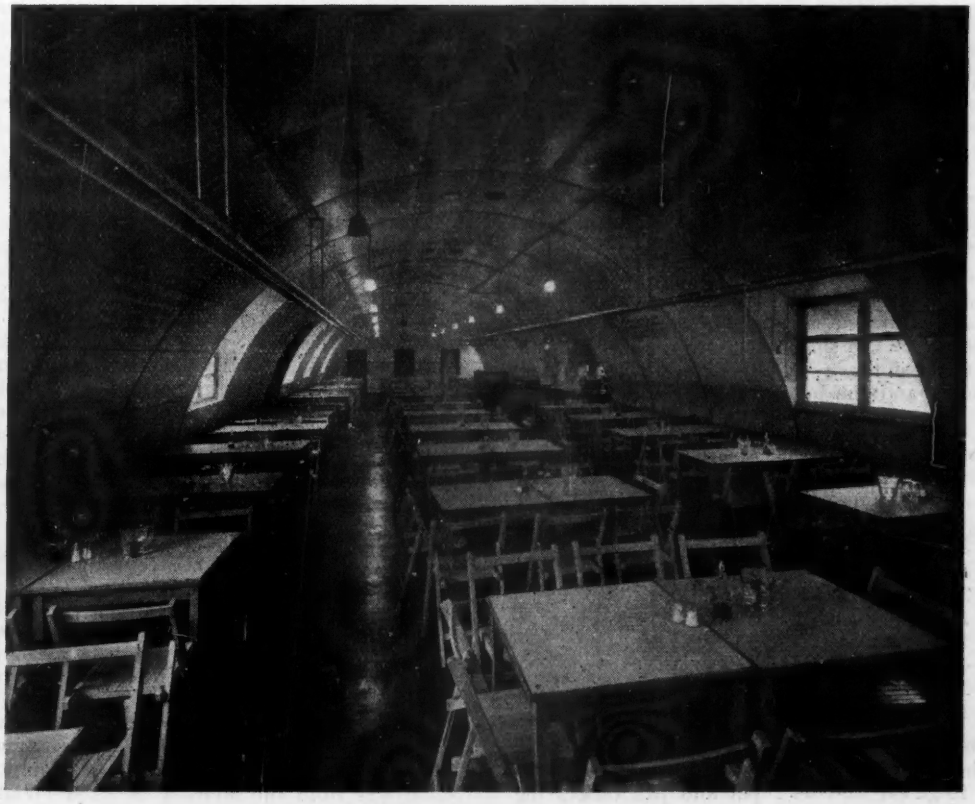


VIEW OF KITCHEN.

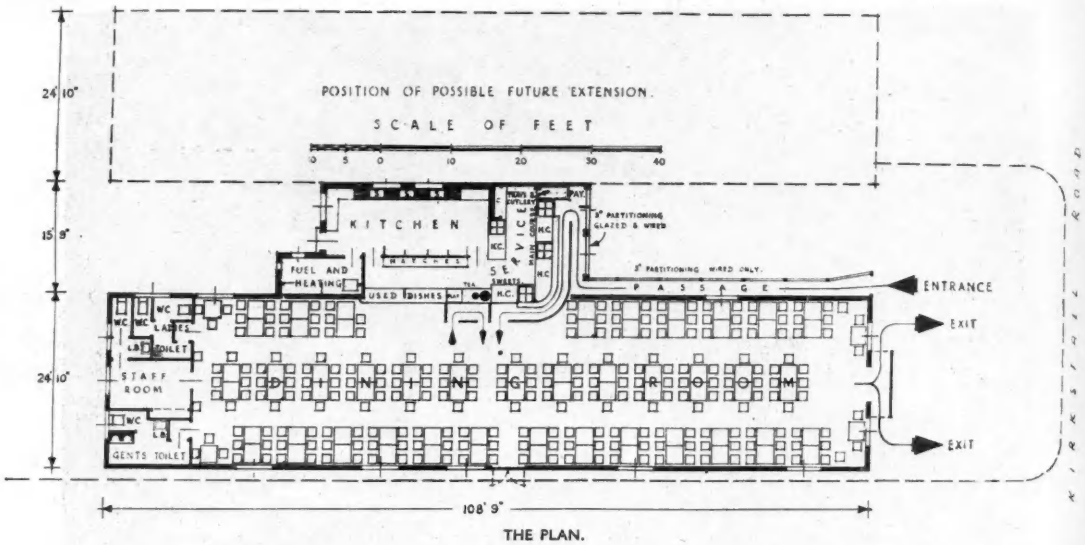
THE CENTRAL BRITISH RESTAURANT, TOWN HALL.



Above : VIEW OF SERVERY. *Below* : VIEW OF RESTAURANT.



THE KIRKSTALL ROAD BRITISH RESTAURANT, LEEDS.



THE PLAN.

THE KIRKSTALL ROAD BRITISH RESTAURANT, LEEDS.

COL. W. S. CAMERON, T.D., M.INST.C.E., P.T.P.I., CITY ENGINEER AND SURVEYOR.

the Calverley-street entrance to the Town Hall, down a 10-ft. wide staircase to feed direct on to the cash desk, and thence into a 2-ft.-wide "lane" to the service counter. The accepted system of trays—cutlery—dishes—is operated, with the exception that the three courses are served already plated and separated by rings; thus, each course remains hot until required. Extra portions of vegetables, sweets or tea can be obtained at a part of the counter free from the main service stream. A separate exit has been provided. Notices are prominently displayed:—

PATRONS' CO-OPERATION IN RETURNING USED DISHES TO THE COUNTER WILL BE GREATLY APPRECIATED, and this has met with a generous response, the collection necessary being negligible. The restaurant has seating accommodation for 364 persons, with a maximum of 390 persons, and serves 1,200 meals daily during the three hours it is open.

KITCHEN SERVICE.—As will be seen from the plan, the "wash-up" adjoins the restaurant, whilst the kitchen is well away; thus the former is free from the smell of cooking. The kitchen has three stores, a cold room of 150 cubic feet capacity, and the following equipment:—

1 72-in. Yorkist unit central range with two fires and four ovens, and is fitted with gas burners.
5 20-gallon "Star" boilers with draw-off taps and fitted with gas-burners.
3 Electric steaming ovens.
1 Fish frier.
2 Radiation gas cookers.
1 Giant mixer.
1 Potato peeler.
4 Preparation sinks.
2 Tables.
1 21-in. Berkel slicer.

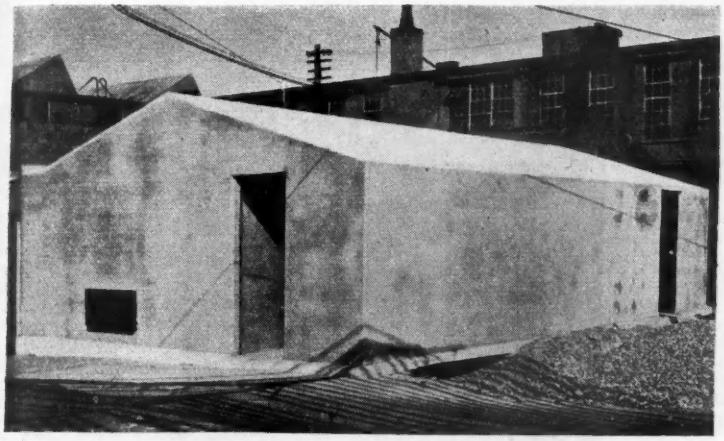
The Counter Service is equipped with four hot cupboards with hotplate and bain-marie tops; one 10-gallon café set; pot and pan racks, ring stands, shelves, etc. Heat-collecting canopies are about to be installed over hot cupboards, and automatic ventilation to services and restaurant.

DECORATION.—Walls, columns, column casings, counter and tables are a rich canary cream, finished egg shell. Ceiling is a deeper tone of the same colour. Plinths generally are $1\frac{1}{4}$-in. dark umber line on umber. Column bases are scumbled with gold high-lights; motif $\frac{7}{8}$-in. dark umber line, umber, carmine dots, and jade green scalloped line. The motif only has a glass finish. Counter, column casings and tables have blue marbled lino tops with umber edgings. Alternate widths of blue marbled and plain brown lino run full length of restaurant. The contractors were Messrs. Pickering (Shopfitters), Ltd., Macaulay-street, Leeds. Cooking equipment, hot cupboards and chairs were supplied from the Ministry of Food (Wartime Feeding) Pool.

KIRKSTALL ROAD RESTAURANT.—The site of this Nissen Restaurant is immediately adjoining a busy industrial area. Supplied by the Ministry of Food (Wartime Feeding), this hut has been adapted to seat approximately 245 persons, and serves 650 meals daily. A service annexe has been built to provide centralised service with the same rapidity as at the central restaurant. Cooking is not done on the site, the food coming in containers from a main distributing kitchen. Special features are male and female lavatories, staff room and lavatory. There is generous counter space for returned dishes, with a large notice reading PLEASE RETURN USED DISHES HERE.

DECORATION.—Walls are graded from dark amber to a canary cream top, with ribs a rich carmine at base and brushing out at 6-ft. lengths. Plinths are dark royal blue. Doors, architraves, windows, and counter front are blue-green, with cream lettering and lining. The exterior is covered with battleship grey bitumastic paint.

The main contractors were Messrs. Pickering (Shopfitters), Ltd., Leeds, while the sub-contractors were Messrs. J. Tomlinson & Sons. Equipment again was from the Ministry of Food (Wartime Feeding) Pool.

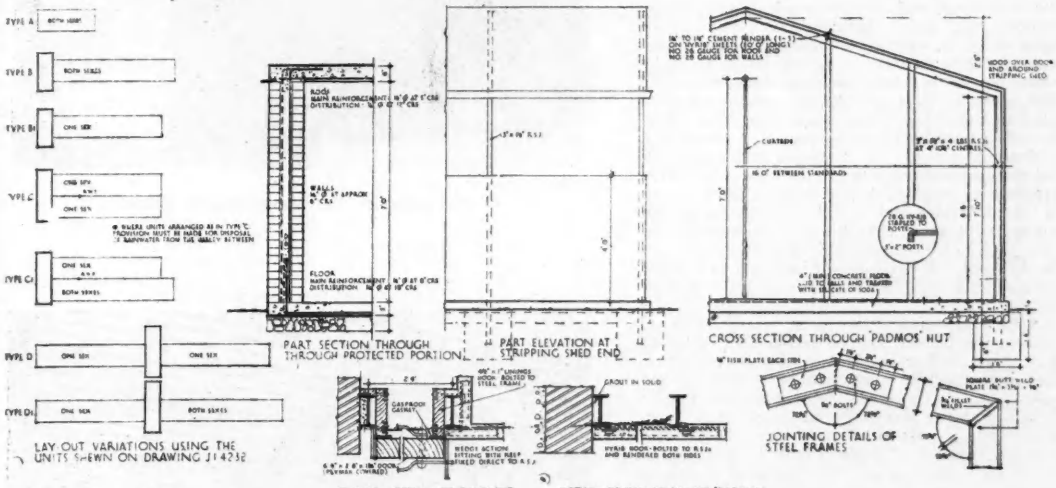


NEW HUT

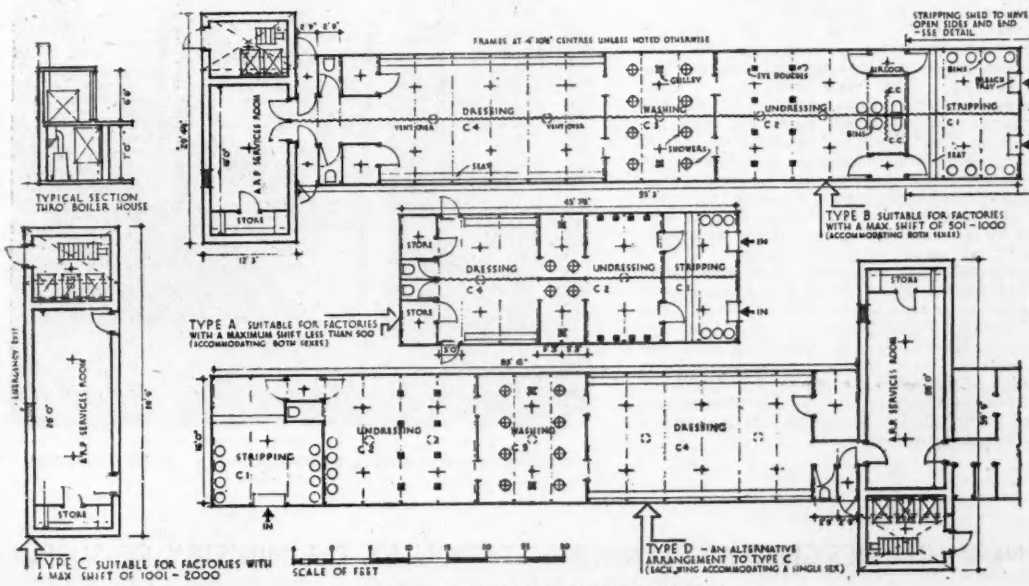
DESIGNED AS CLEANSING STATION BY THE MINISTRY OF SUPPLY

JOINTLY USED BY THE ADMIRALTY, MINISTRY OF SUPPLY, MINISTRY OF AIRCRAFT PRODUCTION and MINISTRY OF LABOUR AND NATIONAL SERVICE.

THE COMPLETED HUT, DESIGNED AS CLEANSING STATION.


LAY OUT VARIATIONS USING THE UNITS SHEWN ON DRAWING J 14238
PART SECTION THROUGH THROUGH PROTECTED PORTION
PART ELEVATION AT STRIPPING SHED END
CROSS SECTION THROUGH 'PADMOS' HUT
JOINTING DETAILS OF STEEL FRAMES
TYPICAL DETAIL OF GASTIGHT DOOR (EXTERNAL)
DETAIL OF JUNCTION OF 'PADMOS' CONSTRUCTION WITH BRICKWORK OF PROTECTED PORTION

DETAILS AND LAYOUT VARIATIONS FOR GAS CLEANSING STATION.


TYPICAL SECTION TWO BOILER HOUSE
TYPE A SUITABLE FOR FACTORIES WITH A MAXIMUM SHIFT LESS THAN 500 (ACCOMMODATING BOTH SEXES)
TYPE B SUITABLE FOR FACTORIES WITH A MAX. SHIFT OF 501 - 1000 (ACCOMMODATING BOTH SEXES)
TYPE C SUITABLE FOR FACTORIES WITH A MAX SHIFT OF 1001 - 2000
TYPE D - AN ALTERNATIVE ARRANGEMENT TO TYPE C (EACH WING ACCOMMODATING A SINGLE SEX)
SCALE OF FEET

PLANS OF A CLEANSING STATION FOR A FACTORY.

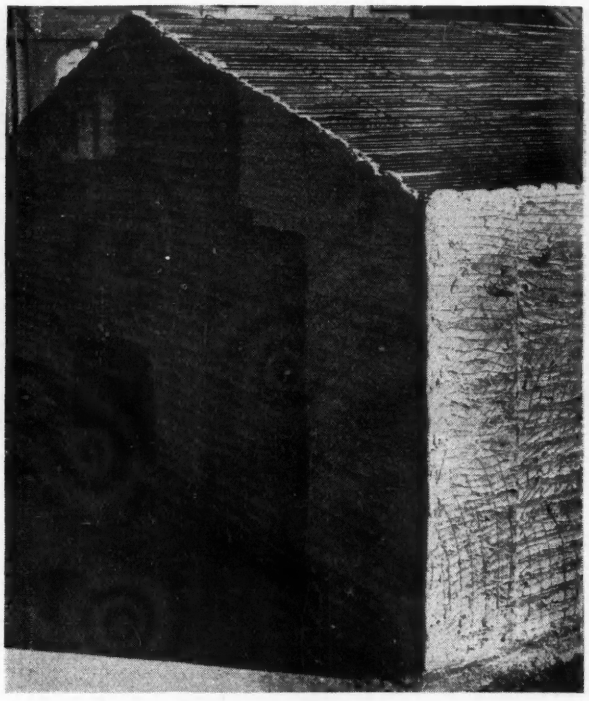
NEW HUT DESIGNED AS CLEANSING STATION BY THE MINISTRY OF SUPPLY

THE Ministry of Supply P.A.D. has produced a design for a hut which has both adequate strength and gas-tightness. This hut (which has been called the "Padmos") is being used for cleansing stations, but would readily be adaptable to such purposes as day nurseries, canteens, living quarters, storage huts, etc. For these purposes insulation can readily be provided by means of fibre-board lining inserted between the steel frames. At the time this hut was designed, standard corrugated iron sheeted-type huts—*e.g.*, Nissen—were in short supply, and some other type had to be devised. Previous experience of the success of rendered metal meshes used as roofing material to replace glazing, indicated that this would be a suitable material, for it is robust, stands up to the effects of blast extremely well, and is easily hosed down, which is an important point in a cleansing station. This material, supported on light but rigid steel frames, the whole being monolithically constructed, would give a construction that would stand up better to blast effects from bombs than some other types of huts.

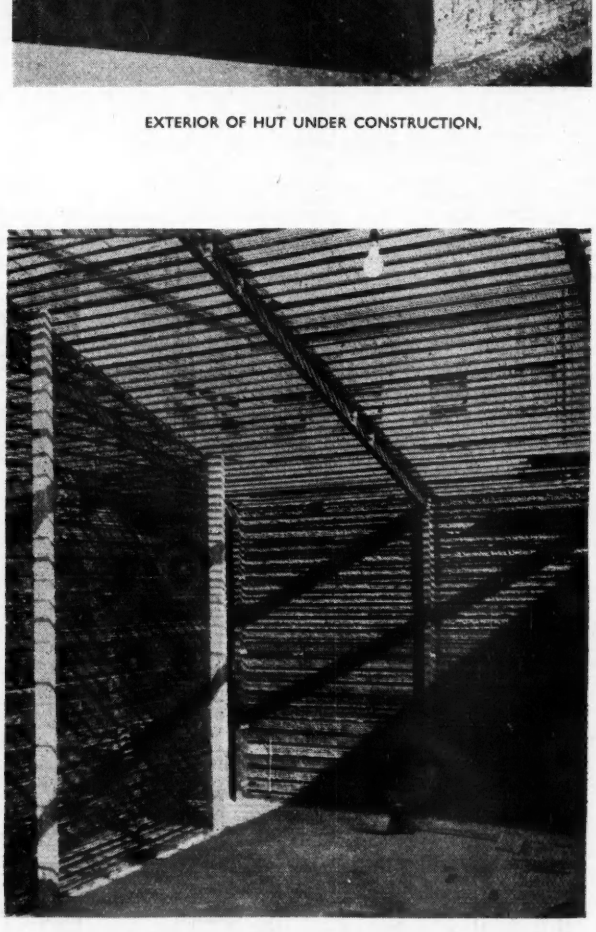
The covering material consists of 1¼ in. to 1½ in. of cement mortar, with an embedded steel mesh, and is supported on steel portal frames. The frames are made of 3 in. x 1½ in. x 4 lb. R.S.J. section, and are delivered to the site in two portions, each weighing about ⅔ cwt. Their light weight and the simple-bolted apex joint make for easy erection. An important point in connection with these frames is the eaves joint. This must be rigid and strong, for the greatest bending moments are developed here. The simple but efficient welded joint employed requires only a straight cut of the material, and a piece of flat plate is interposed to complete the joint, with square butt welds and fillet welds. Tests of the full-sized frames and of full-sized pieces of the corner joint show that the R.S.J. section fails first, and no sign of any failure of the welds can be observed. A development has been to provide for a short oversail at the eaves, to act as a drip-course.

After excavation of the bases, which are 18 in. square, the frames may be rested on two bricks 6 in. high, laid in the bottom of the excavation. The base concrete may then be poured in one operation. The mesh reinforcement is next attached to the frames by means of small hook-type bolts. "Hy-Rib" was found to be very suitable, though "Super-Ribmet" and similar types may also be used. The rendering is applied in three coats, the two outside coats first (the outer one composed of a waterproofed cement), and one inside coat to give a total thickness of 1¼ in. to 1½ in. Light rod reinforcement laid across the ribs of the mesh helps to prevent the formation of cracks, though these are small in any case. No provision is made for expansion joints, the mesh being continuous, in particular at the eaves ridge and all corners. The 5-ft. spacing of the frames was chosen after tests done with various spacings. This was the maximum span on which rendering could be applied to the "Hy-Rib" without the latter requiring any form of support underneath. It may be noted that the steel frames were designed as rigid-jointed portals with a pin at the apex, and their strength was found to be entirely adequate by full-sized loading tests which were made on the trial hut.

The portal-type construction gives considerable rigidity against the effects of side loading, such as that due to both wind and blast effects. The total weight of steel required is only about half that for a Nissen hut of the same floor area. All the materials used in the construction of the "Padmos" hut are easily and quickly obtainable. The amount of labour required for erection was found to be small. Three men can construct a hut 30 ft. long in four weeks.



EXTERIOR OF HUT UNDER CONSTRUCTION.



INTERIOR OF HUT, SHOWING FRAMEWORK WITH "HY-RIB" CLOTHING.

THE FUTURE OF THE QUANTITY SURVEYORS' PROFESSION

THE following Report by the Quantity Surveyors' Committee of the Chartered Surveyors' Institution was adopted by the Council of the Institution on November 9:—

On March 12, 1941, we received a memorandum from Mr. Oswald Healing, P.P.S.I., on the present position and the future prospects of the quantity surveying profession. We thereupon appointed a special sub-committee to consider and report upon that question in all its implications. The sub-committee has now completed its task and presented its report.

In order to arrive at a picture of the probable or possible conditions under which the quantity surveyor will have to function after the war, our sub-committee began its investigations by drawing up a lengthy questionnaire which was addressed to a number of leading individuals with special knowledge of the building industry, whether as contractors, operatives or professional persons, or from the standpoint of economics and finance. The replies received provided the background against which our report was drawn.

The Future of the Building Industry.

It was found impossible to separate the consideration of the future of the quantity surveying profession from that of the great industry to which it is ancillary, viz., the building industry. The prospects of the latter have accordingly been kept in mind throughout this report.

Building is a key industry in the national economy, second only in importance to agriculture, and its ramifications are immense.

During the war, building operations have had to conform to regulations issued by the Ministry of Labour, the Ministry of Works and Planning, and the Board of Trade. It is more than probable that for some time after the war a great element of control will continue to be exercised by the Government. Priority of construction will undoubtedly be given to those classes of buildings which are more immediately required in the national interest. Further, it will be necessary to continue the control of prices of some of the more important building materials if artificial inflation is to be avoided.

The policy of the exercise of official control in the past has led some to believe that there will be a definite tendency towards the further regimentation of the industry in the post-war period, especially having regard to the great volume of work then to be undertaken. We do not find that the opinion is held in responsible quarters that this policy of control is likely to lead to the nationalisation of the industry. In the evidence submitted to us the view was generally expressed that such a course would be unwise judged from the standpoint of the highest national interests.

Such control of the industry as may be considered desirable in the national interest, however, should be exercised by the Government after full consultation with the industry itself if the best results are to be obtained. The regulations will have to be far-reaching, and should deal with the major factors which go to make up the cost of building. They should be framed on simple general lines, and as soon as reasonably stable conditions justify such a course, they should be rescinded.

Time Factors and Methods of Tendering.

We have endeavoured to discover how the "time factor" affects the consideration of terms of contract. In our opinion it cannot be guaranteed that time is saved on the completion of the contract by making an immediate start when preliminary details have not been settled. In cases where it is not possible or advisable to wait until fully prepared and detailed particulars of the work are available we are of opinion that an agreed schedule of prices for the particular contract is the best alternative.

In the search for a solution of the time-factor problem, the date to be kept in mind before making even preliminary decisions as to a contract is not that on which the contractor places a hut on the site of the projected works, but that on which the building is completed fit for its purpose; in that respect the time spent on the preparation of proper particulars is not wasted, and a contract starting with properly prepared particulars will always be much more speedy in construction than one starting without such particulars.

One of the chief drawbacks to a schedule of prices is that the building owner does not know beforehand the ultimate cost of the work with the same degree of certainty that he would if he had a tender based upon properly prepared particulars, although this can be partly overcome by a well-considered approximate estimate prepared by a quantity surveyor.

Another method of dealing with the time factor in works of magnitude, which has been commended but is not put forward as being of universal application, is to split the works into two contracts, viz., one for the foundations and one for the superstructure. This method also requires as a preliminary the submission of a well-considered approximate estimate prepared by the quantity surveyor, but it does afford time for the consideration and development of plans for the superstructure whilst the foundations and any other similar work are under construction.

We do not believe that there is any widespread feeling among contractors that the competition for the second contract should be any less keen than it would be for the first contract.

We would, whilst dealing with the time factor, quote a passage from a Report of the Select Committee on National Expenditure:—

"The argument that the urgency of the need has made it impossible to devote time to adequate surveys and the preparation of full plans breaks down on the general experience that failure to do these things frequently delays rather than expedites completion."

Competitive Tendering.

We are very strongly of opinion that if the system of competitive tendering is to survive it is essential that such competitive tendering be on a fair basis and among contractors of equal standing and suitability for the proposed work.

We recognise that the building owner, architects and engineers are concerned with this recommendation, but we feel that the obvious drawbacks to the alternative are so clear that we give our full support to this suggestion by the contractors and do all we can to ensure that this condition is complied with.

Competitive tendering as a system has certainly not broken down and cannot be described as wasteful having regard to the advantages flowing from the system.

Various abuses of the system have produced unpleasant features, but these latter are not the result of the system but of its improper application—if fairly worked, the competitive tendering system is equitable and highly efficient and one of the best methods of contracting.

On the other hand, ruthless competition is just as harmful to the building industry as ruthlessness in other fields and should not be encouraged.

"Cost Plus" Contracts.

The contractors' evidence—with one exception—condemned "cost plus" contracts with surprising unanimity, and all expressed their willingness to submit tenders for work on bills of quantities under the conditions before described, provided they were relieved of the risk of changes in labour rates and protected from alterations in the cost of materials by the usual "up and down" clause.

Whilst recognising the various drawbacks to the "cost plus" method, and bearing in mind the recommendations of the Select Committee on National Expenditure on this subject, we are nevertheless of the opinion that whilst the bulk of building contracts of the future will be placed on bill of quantity or schedule of prices basis, the "cost plus" system of contracting has a place in the economy of the industry in cases where proper particulars cannot be given.

We are also convinced that although this method of "cost plus" contracting has been shown to possess substantial disadvantages, such disadvantages can be largely, if not wholly, overcome by efficient administration on the part of the quantity surveyor.

In order that quantity surveyors may be fitted to discharge their duties properly under this mode of contracting, we are of opinion that special attention should be paid to this section of a quantity surveyor's duties in the educational syllabus and the training of the young surveyor.

We would stress with emphasis that the only body properly qualified to deal with and control the technical accounting of "cost plus" contracts is the quantity surveying profession, and attempts which have been made to introduce accountants to do so can only result in merely arithmetical checking, whilst the quantity surveyor should be expected to bring to bear, in addition to the accountancy check, a technical knowledge and experience enabling him to function far beyond the sphere of the accountant.

Standard Method of Measurement.

We have received expressions of emphatic approval of the Standard Method of Measurement from technical witnesses, and although temporary recessions from this standpoint may be necessary during the present war era, there should be little lessening of the requirements of this agreed method of measurement on reaching days of peace.

Status of Quantity Surveyor.

We are of opinion that the status of the quantity surveyor should be that which is compatible with the responsibilities and duties discharged by him, and at least equal in relation to the building industry, to that enjoyed by chartered accountants in ordinary commercial business.

One of the means whereby this can be achieved is by securing, in consultation with the architect, the appointment of the quantity surveyor by the building owner and the payment of his fees direct instead of through the contractor.

The quantity surveyor's services should be available to the building owner, the architect or the contractor, and his conduct, knowledge and experience should be such that by each of these he would be

known as a man who could be relied upon to give sound independent advice on cost of alternative materials, practice and cost generally, and he should be recognised as fulfilling quasi-judicial functions.

Duties of Quantity Surveyor.

We believe it is of the first importance to the building owner and the building industry that the quantity surveyor should be appointed and called in at the earliest possible time; certainly he should be in consultation with the architect during the preliminary stages of the scheme, and from that time on his advice on those aspects of the work which his training, knowledge and experience do unquestionably fit him to deal with should be sought at all times by the parties concerned.

He should prepare the necessary approximate estimates, the bills of quantities or other contract documents, obtain, check and report on tenders both from the general contractors and sub-contractors, check valuations for interim certificates, which certificates should be issued on the basis of his recommendations.

It should be recognised that the preparation of the bill of quantities and the final account is not the beginning and the end of a quantity surveyor's duties, and that the exercise of his true functions necessitates close and continuous application on his part and collaboration with the architect and the contractor all through the performance of the contract.

He should have a part in the preparation of the time and progress schedule if it is employed.

Variation orders should be raised as the work progresses, and the quantity surveyor should inform the architect and the contractor at reasonable intervals of the financial effect on the contract of such variations. Such records kept in a methodical way during the progress of the works can do much to assist in the proper administration of the contract and to establish the quantity surveyor's status among the various parties.

The final duties of the quantity surveyor are concerned with the preparation of the final account and agreeing it with the contractor in the usual way.

Group Working.

We have been much exercised to arrive at some conclusion with reference to the suggested method of "group working," which suggests that much may be done by a group of specialists consisting of one or more architect, quantity surveyor, construction engineer, heating and electrical engineer as partners in a firm occupying a suite of offices.

We cannot too strongly emphasise our view as to the necessity for the quantity surveyor to remain independent, and we believe this to be in the best interests of all parties. Such a group, as indicated above, would, as is the case with private practitioners at present, be assured of the fullest co-operation by the quantity surveying profession, but from an independent standpoint. To exercise his function with complete impartiality it is essential that he should be entirely dissociated from the group office. It should be emphasised that by means of the constant and close co-operation between the quantity surveyor and his clients the need for such a person to be actually working in the group office would not be felt.

A New Architectural Society.

A new body, with the title "The Architectural and Building Surveyors' Society," has been formed, with offices at 75, Baker-street, London, W.1, and at 37, Dawson-street, Dublin.

THE ARCHITECT'S PART IN MUNICIPAL AFFAIRS

PRESIDENTIAL ADDRESS TO THE WEST YORKSHIRE SOCIETY OF ARCHITECTS.

ALDERMAN WILLIAM ILLINGWORTH, F.R.I.B.A., discussed many questions affecting the relations of private and official architects with municipal work and affairs in the course of his presidential address to the West Yorkshire Society of Architects on November 19. He said:—

There are two direct ways, and at least one indirect method, in which the qualified architect can play an important part in municipal affairs:—

i. He can become a member of a local council, borough council or county council.

ii. He can become an official architect.

The indirect way is by serving on a civic society or kindred body where such exists, or helping to found one where there is no such organisation.

He can join in arousing interest in architectural and town-planning matters by talks (to public organisations). He must also support his local Allied Society.

The most direct method, that of serving on the local council, is the one least likely to attract architects as a form of public service. Architects as a class have not a great record of such work. It may be argued that architects are averse to the hurly-burly of political life, but this raises the question, "Are architects as a body less public-spirited than other learned professions?" If they reply that they fear to be thought "job-hunters," then the answer is that this is unfounded, and if put to the test would be quickly dispelled. The architect's training and experience are of value to the council. His presence on a local council is a leaven of assurance against that body repeating the mistakes of the past in the development of its area.

Architects cannot afford to ignore politics, either nationally or locally. This was clear at the time of the Registration Bill. The comparative indifference of political Governments to architects can only be countered from inside. The ignorance of the majority of local councils to the essentials of town planning and architecture can best be conquered by the political action of architects themselves, who should be prepared, without thought of self, and with no hope of commissions to compensate them for the time they spend, to join directly in such public work.

The second method is that of the architect working in a professional capacity for a local authority. More and more young men before the war were adopting salaried posts with both Government and local government departments. If at one time it was customary to look down on officials, the pendulum has swung so far in the opposite direction that we find Professor Reilly writing recently that the officials are the new aristocrats of the profession. Though at present the appointment of an architect to a local authority is not a statutory one, it seems inevitable that future legislation will make it incumbent upon towns of over a certain population to employ an official architect in addition to a surveyor or engineer; and it would be well if groups of smaller authorities were to combine for this purpose. There is no doubt that the best results are obtained where the official architect is the head of an independent department. There is adequate historical precedent for the employment officially of first-class men.

The practice of local authorities employing their own architectural staff was growing before the outbreak of war. Bradford has had a separate Architect's Department since 1900. Leeds is, perhaps, unusual amongst towns of its size in not having a City Architect, preferring to distribute the work between the Housing Architect, the Education Architect and the City Engineer, employing, in addition, private architects for special commissions. That this last phase is largely due to the Council of the Society is worth noting. The method of Leeds, generally, is not without merit, but it seems to lack the co-ordination that a controlling architect at the head of affairs could exert.

The common tendency to regard private and official architects as distinct and separate classes is to be deplored, because it is unnecessary and untrue. Both types of architects, far from being hostile, are complementary. It must be taken, moreover, that the official architect has come to stay, and plans for the future of the profession must be based on this assumption. In the twenty years between the Great Wars both sections of the profession suffered during the various economic "blizzards." Neither reaped entirely the corresponding advantages from the fewer boom years. Even if there were more architects at this time than in pre-1914, there was undoubtedly more work. It is true that the field of private clients had narrowed. The real pity was that so much building work was going on for which either architects were not employed at all or for which their services were only partially used.

There is no doubt that the profession suffers as a whole because both the general public, the local councils, and, indeed, the Government, do not understand the work of the architect, nor appreciate fully the value of his services to the community. So often the man who wishes to build thinks of a builder instead of an architect.

The Society's plea, made some years ago, that all plans submitted to a local authority—except for official schemes—should be over the signature of a registered and privately practising architect, is still worth stressing in high quarters.

The duties of the official architect are worth serious consideration, particularly in view of the anticipated rebuilding and replanning work after the war. The practice of local authorities, in this respect, varies a good deal. Some put their work into the hands of the engineer. Others give it all to their independent official architect. Others make use of the services of private architects in addition to their own departments. The common way of doing this has been by competitions, either open or limited. Before the war, and perhaps largely due to the Society's influence, big authorities like the Leeds City Council and the West Riding County Council were giving directly splendid commissions to private architects.

Too much work of the town, in my opinion, can be done by the official architect. There is apt to be a sameness or lack of variety in the one man's schemes for each and every job that comes along. On the other hand, the proposal (advanced by a private architect) that the official should confine himself to the maintenance of buildings erected by outside men is absurd. There is a happy mean, and it must surely be that the official

architect's department should be composed of an adequate number of qualified men of suitable training and experience who are properly remunerated and who have reasonable prospects of promotion. In the event of an increase in the volume of work, recourse should not be had to the temporary employment of extra assistants. This extra work should be given to private architects of proved worth, at R.I.B.A. scale fees, and should be done in the closest possible collaboration with the official who would normally have done the work. During both design and specification stages, complete harmony between the two parties should exist. for the official will be responsible for the maintenance of the building for many years after the architect has terminated his contract.

If the physical reconstruction of both "blitzed" and "unblitzed" towns is to be brought from the land of dreams into reality, there will be sufficient work for all architects for many years to come, both salaried and private, and our task is to ensure that the best use is made of merit, ability and experience, wherever it may be found. After the war it is quite likely that an increasing volume of work will be directly commissioned by Government Departments, and by the local authorities. It is of the greatest importance, therefore, that the profession should close its ranks instead of being split into factions, that it should by all means in its power increase its efficiency, and then—lay plans for a better future.

Perhaps it is going over old ground again to mention the question of the control of elevations. It is necessary because many towns still have not progressed mentally beyond the 1875 Public Health Act stage, despite all subsequent planning legislation, inadequate though it may have been. "Passing of plans" for by-law requirements is not enough. The days of "laissez-faire" in matters architectural are numbered. They should have passed away long ago. The trouble is that we go on still making bad mistakes. The local surveyor or engineer, with his committee, "passes" the plans and seldom seeks informed advice on siting, planning, correct use of materials and the æsthetics of architectural design.

I believe that it should be part of the duties of a city architect to direct and control architectural design for the betterment of his town, in company with his colleague, the town planning officer. He should have the assistance of an advisory panel, drawn perhaps from his Allied Society, and there would be a jury of appeal from his veto, as laid down in the Town and Country Planning Acts. With suitable men in control, I believe that this would be a step in the right direction, particularly if he were backed up by his council and the public generally. Town planning is more than roads and sewers, but some municipalities are unhappily not aware of this. There is beauty, too, and imagination, which are implied in the legislators' word "amenities." Reasonable control of such work might well be a duty of the official architect, and additional powers locally would clearly be necessary. National planning, however good and far-reaching, will end in local activity, and intelligent direction will be necessary at every stage of sub-division from the major plan to each unit of building. There is clearly room for considerable alteration in our present methods, if we are to mend our ways and make our cities centres of real civilisation.

One of our great difficulties in the past has been the lack of interest in architecture by the general public. This may not persist, however, and there are signs already of a change. People should be encouraged to take an interest in the new building which is to be erected on either a new or a cleared site. Too often, of course, they never see designs for important new city buildings, or know their purpose. It is no use presenting people with the accomplished fact of an architectural blunder obvious even to the educated layman, which is going to last for four or five decades. The time for architectural criticism is in the rubber and not the dynamite stage.

Even in the midst of war each and all of us should seize every opportunity of educating the public to become interested in matters relating to town and country planning, and to improve their knowledge of good and bad design. There is growing dissatisfaction to-day amongst thoughtful people, not only with the failure of the past adequately to clear the slums, but with the general body of our towns. More and more of these are becoming determined that their local councils shall cease to repeat the mistakes of the past, and that a serious attempt shall be made after the war to clean the mess and ugliness of the urban scene.

Whatever the political or economic nature of the future, there is little doubt of the growing desire for improvement.

It is a duty which architects can hardly escape, if they are to justify their claims for better recognition of their worth, that they should concern themselves more and more with the affairs of their municipality.

"REBUILDING BRITAIN" EXHIBITION

R.I.B.A. RECONSTRUCTION COMMITTEE'S AIM.

"Rebuilding Britain" is the title of an exhibition organised by the Reconstruction Committee of the Royal Institute of British Architects, which will open at the National Gallery in the New Year, before going on tour in the provinces and possibly among the Home Forces.

The aim of the Exhibition is to show the public general principles for reconstruction. It will emphasise our important needs for work, homes, health, education and recreation, and suggest an approach to planning by means of which these needs could be satisfied. It will suggest that only through a national approach to planning, which includes industrial location and a proper use of the land, can rebuilding be properly carried out. It will not show detailed proposals for rebuilding particular areas, but will show general examples of the type of development to which the method of approach could lead.

As an introduction, the Exhibition will trace historically our inheritance of good building and natural scenery, the development from a rural to an important industrial community, and the evils that this unregulated development has caused, and will make clear that a policy of patching and restrictive legislation is not enough, and that long-term positive planning is essential.

Examples of conscious town-planning in the past will be explained in relation to the societies that made them, and the various attempts to deal with the problem of the modern city will be shown. It will be suggested that modern town-planning must allow the city to grow without choking or unduly lengthening communications, spoiling the amenities and dragging down the standard of living. Our large cities have expanded, without a plan, in a chaos of industrial and residential quarters which have spawned outer suburbs that not only waste money, time and energy in transport, but have also lost all community feeling. How this might be remedied, and the amenities that should be provided, will be demonstrated with photographs and diagrams dealing with housing, industry, transport and social services.

The rural problem will also be analysed; the requirements of the countryside as a real partner to the towns in the production of fresh foods, for instance, and the main building needs for the rehabilitation of rural life will be demonstrated. A further section will deal with the recreational aspect of the countryside—our coastline, mountains, parks, etc.

Having outlined the elements of the rebuilding problem, the Exhibition will indicate on broad lines the way in which these principles could be combined in a plan, first on a national scale and then for the main urban areas. It will be emphasised that 80 per cent. of our population lives in the six great urban agglomerations, and that these are the chief urban problem. It will show how these might be dealt with by means of a system of planning which could be put into operation over a number of years.

The final section of the Exhibition will deal with the way in which rebuilding might be organised, and will emphasise that it is work that will need our maximum scientific and imaginative resources. Modern materials and methods of construction, the possibilities of prefabrication, and the relation of the rebuilding effort to the post-war industrial and labour position will be explained.

The Exhibition will end with a section telling the public that rebuilding is in their hands. If they want the advantages that modern thought and invention can provide, they should see that they get them. The architects and the planners will be ready to work for them.

An illustrated book based on the theme of the Exhibition and the work of the R.I.B.A. Reconstruction Committee will be published concurrently with the opening of the Exhibition at the National Gallery.

The Exhibition has come into being through the joint efforts of the Royal Institute of British Architects and the Building Industry. The Royal Institute has arranged the form and content: the whole building industry—master builders, operatives and manufacturers of building materials—has borne the cost. But it has been understood from the outset that the Exhibition is in no sense a medium for advertisement; donations have been from associations, not from individual firms, and all architectural work is anonymous. It is therefore clear that the industry, in providing the funds, has been moved by a generous desire that post-war reconstruction may be not only well-executed but also well thought out.

A Shrieval Nomination.

Sir Edwin Airey, of Roundhay, Leeds, has been nominated as Sheriff for Yorkshire. Sir Edwin is governing director of the building firm of William Airey and Sons, Ltd.

Grouping for Government Contracts.

The following paragraph should be inserted in the statement on this subject, which we gave in our issue for November 20:—

2. (h) A group having an outstanding load of 60 per cent. or more of its average annual turnover will not be eligible for tendering until the outstanding load has fallen to 40 per cent. When it is eligible to tender the group may undertake a contract which will increase its load to its up-graded capacity.

REPAIR OF WAR DAMAGE TO HOUSES

STATEMENT BY M.O.H.

THE Minster of Health (Mr. Ernest Brown), speaking at a Press Conference in London recently, said :—

"I can now reveal that since the outbreak of war just over 2,750,000 houses in England and Wales have been damaged by bombs. This represents more than one out of every five houses in the country.

"Of this total of some two and three-quarter million damaged, two and a half million have been repaired by local authorities and are occupied.

"The quarter of a million houses out of action include less than 150,000 which were subsequently torn down or not repaired. Nearly all the remaining 100,000 have received first-aid repairs, but for various reasons are not occupiable at the present time.

"Against this loss of under 150,000, we have brought into use 135,000 new houses which were in course of construction at the outbreak of war. Thus, although we have suffered much through indiscriminate bombing of the civilian population, our efforts have enabled us to recover nearly all.

"I have said on several occasions that when the full story could be told, the work of the local authorities of this country in repairing war-damaged houses would rank as one of the finest achievements on the Home Front. Well, these figures speak for themselves. They tell of a tremendous ordeal, and a great achievement. I think we can say that the endurance with which the people have faced all the domestic hardships arising from heavy bombing has been matched by the energy with which the local authorities and the building trade workers have worked to put things to rights.

"The arrangements for the repair of war damage to houses were planned before the war, stocks of materials were got together, and the supply of labour was organised. The scheme was modified in the light of early experience, but in essence it proved effective. The Ministry's policy was to achieve the maximum amount of repair to the greatest number of houses in the shortest possible time. Accordingly, the method adopted was to keep pace with the damage, and while concentrating first on emergency repairs to make houses wind and water tight, to do as much as was possible later to make the inhabitants comfortable. Except in the early weeks of the concentrated attack on London, repair of houses has kept pace with damage. In the case of small raids, local authorities have been able to complete first-aid repairs within two or three days. After heavy and extensive raids the work has rarely taken more than eight to ten weeks.

"The figure of two and three-quarter million houses damaged includes, of course, a very large proportion of cases of minor damage, where in most cases the people never left their houses at all; but it does not include houses which suffered no more than broken windows.

"The figure also relates only to houses and not to the number of incidents or actual cases of damage. Roughly speaking, the number of cases of damage exceeds by one-sixth the number of houses damaged. That means that the number of repair jobs to be done has been about three million. As these are normally done in several stages, the actual total of repair operations is at least 6,000,000.

"While on the average more than one house in every five in England and Wales has been damaged in some way, the average is, of course, considerably higher in some areas. In a number of London boroughs there has been damage to three houses out of every four. In one or two London boroughs the number of cases of damage was twice the number of houses. Other big towns suffered almost as heavily, the proportion of cases of damage to houses varying from one to five to nearly three to two.

"The local authorities, their officers and contractors have done a really good job under most difficult conditions. They have also helped neighbouring areas and co-operated to get houses repaired as quickly as possible."

Speaking of the "Baedeker" raids, the Minister said : "The damage to house property was heavy. These were areas which, until the Germans turned upon cities merely because they were places of historical or architectural glory, had had no previous experience of repair of bomb damage; but with the assistance of other authorities the repair work was carried out with no less efficiency and speed than in towns which, by bitter experience, had become expert."

Speaking of the future, the Minister said : "The repair organisation remains in being. We must expect bigger and more destructive bombs. While, however, we are as fully prepared as possible, we must realise that conditions governing materials and building labour are now very acute. All available labour is being used for the Government construction programme for the American armies. Nevertheless, it is agreed by the Government that first-aid repairs to houses must retain the highest priority.

"I want to give this assurance that the people living in damaged houses will not be forgotten. I will take the very earliest opportunity of staking out a claim for more labour to accelerate and extend such repair work as is needed.

"On the general housing position, I am anxious to take all possible steps to relieve hardship. While the permanent loss, in the form of houses put out of commission, is small over the country as a whole, large-scale transfers of population have created in many areas severe accommodation problems which cannot at present be relieved by new building. Large numbers of people are living under conditions which, though they are cheerfully borne when everyone wants as much as possible put into the offensive effort, would not be endured in peace time. I realise that much ordinary maintenance work has had to be postponed, and that many houses are becoming dilapidated. In some districts accommodation is becoming difficult merely because empty houses which have suffered no war damage are in a state of disrepair. I hope to secure some labour for further repair work as soon as the urgent Government building programme nears completion."

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Membership.

The following members have been elected :—

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Lewis Mumford (New York).

AS FELLOWS.

A. E. Bullock (London); J. W. Hepburn (London); S. Hyde (Hitchin); T. Spender (Addlestone, Surrey); L. G. Stokes (Southsea); F. Taylor (Aylesbury, Bucks); D. D. Jack (Glasgow); G. T. North (Maidenhead, Berks.); J. E. H. Paisley, B.Arch. (McGill) (London); H. C. Wilkerson (London).

AS ASSOCIATES.

H. D. Abbott (Bournemouth, Hants.); F. S. Alexander (Northern Polytechnic, London); D.M.B. Blouet (Chelmsford, Essex); R. E. Burley (Hull); L. A. Butterfield (London); J. E. L. Caldwell (Belfast); Miss B. M. Clewer (Nottingham School of Architecture) (Mansfield); H. G. Clinch (The Polytechnic, Regent-st., London) (South Darenth, Kent); J. H. Cook (Worcester Park, Surrey); W. A. Dalgleish (Robert Gordon's Technical College, Aberdeen) (Inverness); G. Davis, D.A.(Edin.) (Edinburgh College of Art); A. D. Devane, B.Arch. (U.C.D.) (University College, Dublin); S. N. Dickinson (Harrogate, Yorks.); J. F. Dixon (Ruislip, Middlesex); J. C. Eastwick-Field (University of London) (Cranleigh, Surrey); T. A. Eaton (London); D. B. Frowd (Architectural Association) (St. Leonards-on-Sea); C. Fyfe (Glasgow); R. Garland (Rochester, Kent); W. W. Garwood (London); P. A. Gibson (Belfast); G. Gillman (University of London) (Northwood, Middlesex); J. M. Hatton (Liverpool); W. M. Higgins (Leeds School of Architecture) (Selby, W. Yorks.); Mrs. R. Ibbetson (University of London) (Stevenage, Herts.); K. G. Kellett (London); D. H. Lewis (Swansea); R. M. Lougher (The Technical College, Cardiff); K. S. Lycett (Coventry); Miss E. McLaren (Glasgow School of Architecture) (Bearsden, nr. Glasgow); D. J. MacRandal (Belfast); W. C. McVeigh (Belfast); R. Mort (Sheffield); G. K. Moss (Aylesbury); G. P. Nodes (The Polytechnic, Regent-st., London) (London); F. F. Osgood (Exeter, Devon); T. A. Peatfield (The Polytechnic, Regent-st. London) (Bedford); E. J. Preece (Gloucester); F. Quinlan (University College, Dublin); Miss V. J. Roberts (The Technical College, Cardiff); J. V. T. Scott Dip.Arch. (Liverpool); (University of Liverpool) (Belfast); C. W. Shrimplin (Caddington, Beds.); E. W. Smith (Rotherham); R. F. Smith (London); W. Smith (King's College University of Durham, Newcastle-on-Tyne); L. G. Steer (Yate, Glos.); J. P. B. Sweetnam (The Polytechnic, Regent-st. London) (Newbury, Berks.); R. C. Symons (University of Liverpool) (Wrexham, North Wales); J. E. Trimble, Dip.Arch. L'pool. (University of Liverpool) (Belfast); Miss R. E. Wallis (The Polytechnic, Regent-st., London) (Darlington); R. S. George Whelan (Monkton-Combe, nr. Bath); T. J. Widdaker, Dip.Arch. (Distinction), Leeds (Leeds School of Architecture); B. R. Williams (Bristol); H. C. Willis (Rotherham).

(Overseas).

E. E. A. Driver-Jowitt (Salisbury, S. Rhodesia); U. Tomaselli, B.Arch. (Rand) (Johannesburg).

AS LICENTIATES.

H. M. Barker (Birmingham); L. Brewer (Rottingdean, Sussex); D. R. Brewin (Oakham, Rutland); F. W. Brucker (Bournemouth); L. Bulmer (Doncaster); H. E. Causley (Taunton); A. E. Chapman (Cambridge); J. W. Chapman (Fareham); C. Cheale (Cardiff); E. S. Clarke (London); A. J. Coveney (Birkenhead); N. B. Cropper (Denton); S. F. Dixon (Maidstone); C. E. G. Eglinton (Bexley, Kent); L. J. E. Genner (London); R. G. Gill (Cambridge); A. E. Harvey, A.R.C.A., N.D.D. (Chipping Campden, Glos.); W. J. Hayman (Tiverton); A. C. Hind (Edgware, Middlesex); R. Holt (Otley, Yorks.); H. A. James (Rhyl, Flintshire); J. W. Johnson (Brigg, Lincs.); C. S. Macnab (London); H. E. Manley (Romford); S. Morris (Liverpool); A. J. Ogston (Chelmsford); W. G. Pike (London); W. S. A. Prew (Bridgwater); N. Rigby (Milford, Derbyshire); R. L. Roberts (Mold, Flintshire); W. A. Robertson, F.S.I. (Kegworth, Derby); H. S. V. Robson (Aylesbury); H. Shepherd (Bournemouth); W. K. Smith (Southport); W. L. Smith (London); H. Spencer (Peterborough); W. J. Stafferton (Peterborough); J. A. Steelen (Edinburgh); E. T. Sutton (Rainham, Kent); T. Wainwright (St. Helens, Lancs.); F. C. Ward (Narborough, Leicestershire); R. A. Watson (Bridgwater); W. J. H. Weller (Wolverhampton); Wheeler (Chelmsford); E. W. Williams (Rhyl, North Wales); S. Willis (Worcester); H. Wilson O.B.E. (Grangemouth).

BUILDING OPERATIVES AND THE WAR

N.F.B.T.O. MEMORANDUM.

We have received the following statement from Mr. R. Coppock, C.B.E., General Secretary of the National Federation of Building Trades Operatives :—

There has been a lot of uninformed criticism in irresponsible quarters against building workers, the allegations against them taking the form of petulant complaints about high wages, slackness and absenteeism. It is time, therefore, that some notice is taken of the criticism, and on the object of this memorandum is to give a reasoned reply on behalf of the operatives. It may be asked why notice should be taken of " irresponsible quarters," but the reply is not so much directed to those as to persons who, well intentioned though they may be, are nevertheless influenced by charges repeatedly made and have not obviously the information readily at their disposal which would enable them to countervail either stupidity or malice or both.

It is generally recognised in knowledgable circles that building workers, if not literally in the " front line," are at least in the forefront of production and occupy as important a place as any in the vital sphere of the war effort. Factories and aerodromes must be built; not a machine can be produced or a 'plane used before the essential prerequisites are made available. The proper accommodation of the thousands of troops—our own and of our American and other Allies now installed in this country—relies on the substantial and speedy work of building trades workers.

Much of what building workers regarded almost as sacrosanct has gone by the board in their determination to further the war effort. They have, for instance, accepted a scheme of bonus payment as a war-time emergency measure in defiance of principles to which they were so closely attached in peace-time; for the building industry is, and has been for decades, a plain-time one.

Workers have been sent all over the country, transferred with little warning to inaccessible places, and have had to endure all the hardships attendant upon lack of normal convenience and of amenities which have come to be recognised as customary in a civilised community. Before building workers could enjoy even the minimum comforts they had themselves to construct their own habitations under some of the worst possible conditions. Dissatisfaction is occasionally voiced against the onerous burdens of the Excess Profits Tax by persons who have had their peace-time profits restricted, but one has yet to be convinced that these complainants are deprived of personal comfort and lead a less sheltered life because of the imposition of higher taxes. One can pass a financial burden on to others, but one cannot vicariously endure loss of personal liberty and of free movement.

Let us deal with each of the charges named, taking first that relating to excessive wages. An instructive confirmation of the view that excessive wages (if there are any) are an explicable exception rather than a general rule may be gained from an examination of a Report of the Select Committee on National Expenditure. This Committee made a thorough investigation into aerodrome construction costs, in the course of which they took evidence from those closely concerned—from Air Ministry officials and engineers, from surveyors, contractors and their agents and from the workmen. Wage sheets were inspected. The Select Committee say they take a favourable view of the way in which the workers do their work. Because of the obvious difficulty of firms in choosing young, strong men, they have to rely on less-experienced men who are called upon to do heavy and unfamiliar work at short notice, men who additionally suffer the burdens of fatigue on account of the large amount of time wasted (unavoidably so in most cases) in travelling long distances to and from the site. The Committee arrive at the conclusion, having examined wage sheets, " that there has been considerable exaggeration of the amount of wages commonly earned on work of this kind, particularly by unskilled men." They go on to say :—

" There are instances of large weekly sums earned by some of the more highly skilled men, such as scraper drivers working long hours at a high rate. In other cases, where the system of bonus payments instituted under the Essential Work Orders operates, members of gangs have earned considerable additions to their basic wages by means of hard work and long hours. The total sums received by an individual workman may also include a subsistence allowance of 24s. 6d. a week to men living away from home, allowance for travelling time where long journeys have to be made to and from work, and overtime payments at time and a half, or double time on Sundays, where extra work has to be done in the long days of Spring and summer. In the case of public works visited during the course of the present inquiry, the average earnings of the workpeople employed did not appear excessive. Figures obtained of the gross earnings (including bonuses, allowances for time lost in travelling, etc.) showed that on no site did the average earnings of labourers exceed £5 15s. 8d., and in some they fell much below this figure and were as low as £4 10s. The highest average earnings for bricklayers found on the works visited in England and Wales were £7 14s. 10d. On the other hand, on one site they did not average as much as £5. The variation around these averages was, of course, often considerable, for example, the earnings of labourers on one contract, whose average was £5 7s. 1d., ranged from £4 5s. 9d. to £9 3s. 10d. Thus occasional individuals had large pay packets.

" *Investigation showed, however, that these cases were the result of long hours of work or by exceptional effort on a payment by result basis* (N.F.B.T.O. emphasis).

" Particular inquiry was made into the wages paid to boys; and evidence was given of the undesirable effect upon agricultural workers who, although engaged in work of national importance in the production of food, were receiving much less than boys of 17 or 18 who left agricultural work for the more attractive emoluments offered to unskilled workers on some neighbouring aerodrome. At one time boys were paid at the same rate as men, *if they were doing men's work*" (N.F.B.T.O. emphasis). " Since November, 1941, however, the position has been adjusted, and boys are now paid a proportion of the rate paid to men for the same work, according to age.

" It may be noted that, for the entire country, the average total earnings of workers employed on public works contracts have shown a smaller increase since the beginning of the war than those of workers in industry generally. According to the ' Ministry of Labour Gazette,' June, 1942, the percentage increase in average earnings between October, 1938, and January, 1942, was 32 per cent. for public works and 46 per cent. for industry as a whole."

On the accusations against workers of slackness, reported in the Press and elsewhere, the Select Committee made it their concern to find out to what extent such charges had any basis, and while admitting that undetected or ineffectively dealt-with cases have occurred, they are unable to subscribe to the view that slackness is widespread. Proven cases of slackness are, of course, dealt with through the disciplinary machinery of the Essential Work Orders.

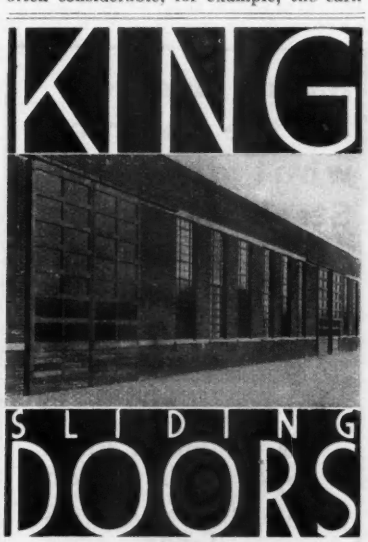
In dealing with charges of absenteeism, the Committee find that :—

" The evidence received on this point is of a somewhat varied nature. In one group of sites, in a remote and inaccessible part of the country, the rate of absenteeism was low, though there was a tendency among the men living on the site to visit the nearest town, which is several miles away, on Saturday mornings to do their shopping and see to their private affairs. In some cases in Northern Ireland the rate was high on festival days, and at times when there was a heavy demand for seasonal agricultural labour that was here paid at a higher rate than labour on the airfields. In England, a high figure was recorded on occasions such as the day after a bank holiday—taking the figures of 10 aerodromes—the average figure (rate of absenteeism) at these aerodromes was between 5 and 6 per cent.

"*This figure is inclusive of sickness and other unavoidable causes*" (N.F.B.T.O. emphasis).

Here, then, are the views of an impartial tribunal in reply to charges of excessive wages, slackness and absenteeism made by persons who, in their haste to prove an untenable case, illogically argue from a special and exceptional instance and draw a general conclusion. A common enough fault, but not necessarily to be condoned on that account.

It will be noted that where higher wages than customary are paid there is complete justification for them on account both of the arduous nature of the work and the long hours wrought. Comfortable critics who spend their time penning indignant



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letters to the Press would do well to ponder and gain knowledge of the unenviable conditions which beset men in the building and civil engineering trades.

The Select Committee in their report referred to stress the necessity of close attention being paid to welfare arrangements, urging that the best use be made of available food by good cooking and that sympathetic consideration be given to "the desire of those men who are separated from their families for visits home at reasonable intervals. . . ." Good welfare conditions are particularly essential in strenuous times like the present—a point which the Industrial Health Research Board adequately reinforce in one of their statements that an effective worker must be in good health, to attain which "he needs at least adequate food, regular sleep, regular periods of leisure and reasonable conditions at work." The Board add :—

"War-time, judging by this war and the last, tends to obscure these truths. Since the human being is not a machine he has the power to 'rise above himself,' to make himself by force of will produce more work than is his ordinary maximum. Hence the amazing success of emergency efforts. Unfortunately, industry often fails to acknowledge the extraordinary effort as extraordinary, and complains when the extraordinary gives place to the ordinary, or below ordinary."

Generally speaking, the building trade worker gives of his best and is entitled to be encouraged in his effort. Speed records in building construction have been made and broken in this war, and where comparatively high wages have been received they have been fully earned by the toilers.

This memorandum is designed with the object of assisting those who wish to see affairs in their proper perspective.

OBITUARY

J. A. Meikle, F.R.I.B.A.

The death has taken place, suddenly, of Mr. Joseph Abraham Meikle, F.R.I.B.A., at his house in Clapham. Mr. Meikle, it will be remembered, was joint plaintiff in the action-at-law brought in the early part of last year against Mr. Edward Maufe, A.R.A., and Heal and Sons, the furnishers, for infringement of the copyright in architectural drawings and plans made by the late Cecil Brewer and Arnold Dunbar Smith for part of Heal's premises in Tottenham Court-road. Mr. Meikle was among the heirs-at-law of Messrs. Smith and Brewer's practice, and the judge at the trial (Mr. Justice Uthwatt) held in favour of the plaintiffs, awarding them £150 and half the costs of the action. Mr. Meikle entered Messrs. Smith and Brewer's office as an assistant in 1907, later setting up on his own, but assisting them at times. After the war, in which he served, he returned to the office and worked in conjunction with Mr. Dunbar Smith, after whose death he continued the practice with Mr. Sidney Clarke. Mr. Meikle became A.R.I.B.A. in 1921 and Fellow 16 years later.

E. Montague Edwards.

We regret to record the death, which took place on November 25, of Mr. E. Montague Edwards, managing director of Messrs. Young and Marten. Mr. Edwards joined the firm in 1872, on the day on which the late Mr. William Young founded the firm in the Broadway, Stratford. From small beginnings the business threw out branches at Walthamstow and Leytonstone, and in 1880 Mr. Harry Holdich Marten joined the firm. In March last Mr. Edwards celebrated his 70th year of connection with the firm. He was J.P. for West Ham and universally loved and respected by all who knew him.

RANGES AND PORTABLE BOILERS

FOR HOME CIVIL TRADE.

The Ministry of Works and Planning announces that, subject to the following modifications, manufacture of ranges and portable boilers for the essential home civil trade, which is controlled through authorisations of iron and steel, should conform to the Wartime Specification for Cooking Appliances issued for the Ministry in March, 1942, by H.M. Stationery Office, price 1s.

(A) Portable Range: Domestic Type (Solid Fuel)—Item No. 201.

(1) Sizes.—Sizes of single-oven ranges to be supplied for essential home civil trade shall be restricted to the following : 24 in., 30 in., 36 in., and 42 in. wide.

(2) Detailed Specification.

(a) *Oven and Side Boiler.*—The Wartime Specification provides for oven and sham with an optional extra of high-pressure boiler. It is permissible, as an alternative, to supply the range with an oven and side boiler for essential home civil trade.

(b) *Open and Close Fire.*—The Wartime Specification provides for close fire only. It is permissible for essential home civil trade to supply open and close fire as an alternative.

(c) *Thickness of Hotplates.*—It is recognised that it is not the practice for civil trade to supply hotplates in ⅜ in. thickness, and it will be permissible to continue to supply the thickness previously applicable to civil trade in accordance with existing practice and patterns.

(d) *General.*—The Ministry agrees that makers may continue to supply portable ranges for essential home civil trade to their normal present design in the above four sizes, even though such designs show detail variations from the Wartime Specification. The foregoing points illustrate a number of such detail variations.

Having Secured the Contract—what about the Steel Scaffolding?

TUBULAR

—S&C—

SCAFFOLDING

For the lowest Prices apply to the Oldest Firm in the Scaffolding Trade.

STEPHENS & CARTER LTD.

The British Steel Scaffolding Co.

731-761, HARROW RD., N.W.10

Telephone No. Ladbroke 1191 (6 lines)

(3) Finishes.—The Wartime Specification provides for an external finish in air-dried black. For essential home civil trade the Ministry has agreed to the use of existing facilities for providing more durable finishes on installations of a permanent nature, so long as these finishes are restricted to either a limited amount of polishing or a simple enamel finish.

(B) Boiler: Portable (Solid Fuel)—Item No. 217.

Sizes.—Production of portable boilers for essential home civil trade should be limited to the sizes provided in the Wartime Building Specification, March, 1942, Edition, namely :—

10, 15, 20, 30 and 40 gallons.

On behalf of certain makers it has been proposed that the range for civil purposes should be extended to provide for eight gallons capacity. The Ministry has not agreed to this, but is willing to consider further representations to which the makers may desire to draw attention.

(C) Other Types of Domestic Ranges.

The Wartime Specification does not cover cooking ranges of a domestic type. The Ministry requests, however, that the principle of economy in labour and materials outlined in the foreword to the schedule shall be applied to the civil trade so far as possible.

OFFICIAL NOTIFICATIONS

Control of Whiting, Chalk and Chalklime.

The Minister of Works and Planning has taken power, by S.R. & O. No. 2296 of November 4, 1942, made under the Defence Regulations, to control the production, distribution and use of whiting (lump or powdered), chalk (whether ground or not) and chalklime (whether hydrated or not). The Order, which came into force on November 16, 1942, will apply only to those producers, distributors or users of materials to whom the Minister gives written notice. Such producers, distributors or users will therefore be able to produce, acquire, dispose of or use the materials covered by the Order in accordance with the conditions specified in a licence from the Minister. It will also then be necessary for them to keep such books, accounts and records as the Minister may direct, and to produce them for inspection as required.

Commodity Insurance Scheme.

The Board of Trade have, with the approval of the Treasury, decided that in respect of the period beginning December 3, 1942, and ending March 2, 1943, the rate of premium payable under any policy issued under the Commodity Insurance Scheme shall continue to be at the rate of 5s. per cent. per month.

To meet the wishes of traders whose insurance cover remains at a substantially constant level from month to month, policies under the Commodity Insurance Scheme may, as from December 3, 1942, be effected for a fixed sum for a period of three months, ending March 2, June 2, September 2, or December 2, as the case may be. Supplementary policies expiring with the main policy may also be effected. The monthly form of policy for a fixed sum and three-monthly adjustable policy hitherto issued will be continued.

The Home Trade Register.

The revised Home Trade Register of manufacturers, wholesalers and mercantile agents, registered under the Limitation of Supplies (Miscellaneous) (No. 16) Order, 1942, has now been published, and can be purchased from H.M. Stationery Office, or through any bookseller (price 2s. net).

CONTRACTS OPEN

For some contracts still open, but not included in this list, see previous issues. Those with an asterisk are advertised in this number. The dates at the head of paragraphs are those for the submission of tenders; a dagger (†) denotes closing date for applications; the name and address at the end refer to the person from whom particulars may be obtained.

BUILDING.

DECEMBER 7.

Bilston T.C.—Brick and concrete pumping station. A. V. Williams, T. C. Dep. £2.

Cambridge T.C. — Erection of sub fire-station. B. S.

Carlisle T.C.—Sub fire-station. City S., 108, Fisher-st.

Twickenham B.C.—Adaptation of hall at Hampton Wick as civic restaurant. R. E. Dep. £1 1s.

DECEMBER 8.

Scunthorpe T.C.—Erection of mess room and lavatory accommodation. W. Farrar, A.M.Inst.C.E., B. E. and S.

DECEMBER 11.

Manchester T.C.—Construction of local control station and unit garages. City Architect. Dep. £1 1s.

DECEMBER 14.

Coulsdon and Purley U.D.C. — Wardens' posts equipment sheds (62); protective accommodation for C.D. personnel. S., Council Offices, Brighton-rd., Purley. Dep. £1 1s.

Maltby U.D.C.—Concrete work for foundations, bases and water joints for erection of seven water tanks. M. R. Jones, E. and S.

Peterborough T. C.—Erection of three pump stations. City E.

Richmond, Surrey T.C.—Repairs to five houses. B. E., Hotham House, Heron Court, Richmond. Dep. £1 1s.

DECEMBER 16.

Carlisle T.C.—Erection of prefabricated hutted nursery, Raffles estate. City S., Fisher-st.

Co. Wexford.—Erection of national schools for Convent of Mercy. Applications to F. D. Shortall, 10, Leinster-st., Dublin. Dep. £5 5s

DECEMBER 18.

Lurgan U.D.C.—Framed steel and asbestos garage. J. D. Gordon, Town S. Dep. £2.

DECEMBER 19.

Littleborough U.D.C.—Alteration and adaptation of Methodist church for British Restaurant. G. F. Wild, E. and S.

NO DATE.

Halifax C.B.—Surface shelter at Lee Mount School. Mr. D. T. Lloyd Jones, B. E., Crossley-st. Dep. £1 15s.

***Willesden T.C.**—Erection of three prefabricated hutted day nurseries. B. E. and S., Town Hall.

PAINTING, ELECTRIC LIGHTING, HEATING, ETC.

DECEMBER 7.

Keighley E.C. — Painting work at various schools. E. G. Feigate, Boro. Architect, College-st. Dep. £1.

West Riding C.C.—Painting external steelwork at Scottish Banks sanatorium. West Riding Architect, County Hall, Wakefield.

DECEMBER 28.

Morpeth R.D.C. — Painting of 138 houses at Lynemouth. T. T. Watson, Sanitary Inspector.

ENGINEERING, IRON AND STEEL.

DECEMBER 12.

Burntisland T.C. — Excavating track and laying approx. 450 yds. of 4 in. spun iron water pipes. G. H. Rodger, B. S.

Gillingham T.C.—Erection of static water basin. B. E. and S. Dep. £1 1s.

DECEMBER 31.

Merionethshire Rivers Catchment Board.—Construction of sea defence works and reconditioning of river embankments. R. R. Jones, Clerk to the Board, Tremeivion, Talsarnau, Merioneth. Dep. £3 3s.

ROAD, SEWERAGE AND WATER WORKS.

DECEMBER 19.

Rainford U.D.C.—Laying of approx. 600 yds. of 6 in. Turner's asbestos water main, etc. R. C. Haycock, S.

PUBLIC APPOINTMENTS.

DECEMBER 7.

Gravesend T.C.—General Assistant in B. S. dept. H. H. Brown, T. C.

DECEMBER 9.

***Walthamstow E.C.**—Building Maintenance Assistant. E. Gwyn Thomas. Director of Education and Chief Executive Officer, Town Hall.

DECEMBER 15.

***Rochdale C.B.**—Temporary Architectural Assistant. Sal. £400 p.a., plus bonus. B. S.

DECEMBER 16.

Middx. C.C. — Full-time Assistant Master to teach Building Construction and Geometry or Carpentry and Joinery. [illegible] Davies, Education Offices, 163, Willesden-la., N.W.6.

DECEMBER 18.

***East Riding C.C.**—Temporary County Architect. Salary not exceeding £700 per annum. Form of application from T. Stephenson, Clerk of the County Council, County Hall, Beverley.

NO DATE.

***Northern Polytechnic.**—Full-time or part-time teachers of Architectural Design, Building Construction and Geometry, Bricklaying. Communications to Head of Department of Architecture, Surveying and Building, Northern Polytechnic, Holloway, London, N.7.

A.R.P. SCHEMES

LONDON.

Battersea.—Civil Defence Emergency Committee to carry out strengthening and ventilation works at report and control centre, at £613, also sanitation at Mendip-cres. housing estate shelters, at £330.

Deptford. — Subject to approval of Regional Commissioners, B.C. accepted tender of George Parker & Sons, Ltd., Sumner-rd., S.E.15, at £2,585, for extension and adaptations at Malpas-rd. depot. —Arbro, Ltd., 53a, Malpas-rd., secured contract, at £269, for improvements at cleansing station.

Hammersmith.—B.C. approved erection of surface shelter at generating station, at £382.

West Ham.—B.C. placed contract with J. & R. Rooff, Ltd., 695, Barking-rd., E.13, at £1,870, for erection of surface shelters at five schools.

FEDERATED EMPLOYERS' INSURANCE ASSOCIATION LTD. ESTABLISHED 1904

The Leading Office for

Contract Guarantee Bonds

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FIRE

WORKMEN'S COMPENSATION

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MOTOR

Etc. Etc.

Head Office:

8 KING STREET, MANCHESTER, 2

London Office:

23, Lawrence Lane, Cheapside, London, E.C.2

Wood Green.—E. & A. Jenkin, Ltd., secured contract, at £168, for construction of public gas cleansing station.

PROVINCIAL.

Brighouse.—T.C. placed contract with the Master Builders' Association, Ltd., for construction of four supplementary static water supply tanks on selected site, for N.F.S.

Bromsgrove.—U.D.C. propose additional static water tanks on selected sites, for N.F.S.

Corby.—Northamptonshire C.C. propose combined first-aid party depot, at £1,900, and provision of sleeping accommodation at rescue party centre, at £258.

Grantham.—T.C. propose gas cleansing station.

Loughborough.—T.C. propose five additional static water tanks.

Newcastle-on-Tyne.—Tenders for school shelters accepted by E.C.: North View, South Benwell and St. Mary's R.C. Boys' schools, John Craven & Sons, 27, Two Ball Lonnen, Newcastle-on-Tyne, Cowgate and the Victoria Jubilee schools, William Leech, 2, Clayton-st., Newcastle-on-Tyne.

Northampton.—Northamptonshire C.C. propose static water storage tank and trailer pump house.

Northumberland.—Tenders accepted by E.C. for school shelters: Millfield school, Patterson Bros., Branxton, £223; Wallsend Secondary school, F. Hope, Gosforth, £350.

Raunds.—Northamptonshire C.C. propose combined report centre and rescue party depot, at £1,800.

Rushden.—Tender submitted by A. Sanders, Ltd., Coffee Tavern-la., Rushden, accepted by U.D.C. for three static water supply basins.—U.D.C. approved garage and fire pump house. Plans by J. W. Lloyd, S.

Southend-on-Sea.—T.C. accepted following tenders: For workshop conversion, A. R. Jackson & Son, Ltd., 7, Bournemouth Park-rd., Southend-on-Sea, £1,537; conversion of garage into transport garage, H. F. Walker, 49, Henry-dr., Leigh, £140; garage accommodation for F.A.P. vehicles, W. Bundey, 481, Victoria-ave., Southend, £198; erection of shelters at three schools, H. F. Walker, 49, Henry-dr., £1,369; erection of shelter at municipal college, A. R. Jackson & Son, Ltd., 7, Bournemouth-Park-rd., £807.

Thrapston. — Northamptonshire C.C. propose garage adjoining rescue party depot.

Wellingborough. — Northamptonshire C.C. propose: Provision of showers at gas cleansing station, at £360; report and sub-control centres and sleeping accommodation for personnel of casualty services, at £2,200.

Interior Planning of Homes.

On Wednesday, November 18, Miss Horsbrugh, of the M.O.H., opened an amusing little exhibition at the Housing Centre. Mrs. Montague Norman was in the chair, and Mr. W. R. Davidge also spoke. The main feature is a series of posters illustrating the requirements of twenty types of women workers in the scale and arrangement of their homes, with plans and views illustrating these. They give very useful hints to Housing Committees and others dealing with the question. The exhibition will go on tour through the country to focus discussion on the subject in Women's Institutes and other groups interested. Miss Horsbrugh pointed out that there are numerous details in the design and construction of such homes that are liable to be overlooked, with the result that the women running them suffer from a permanent handicap in their activities, and that owing to a tendency towards uniformity in standards many cannot find the home that suits them. Much was done after the last war, but now we are better informed as to the various needs and can avoid mistakes made in the past.

RATES OF WAGES IN THE BUILDING TRADE

AS AND FROM 1st FEBRUARY, 1942

[Every endeavour is made to ensure accuracy, but we cannot be responsible for errors]

	Crafts-men.	Lab-ourers.
Aberavon	1/11	1/6½
Aberdare	1/11	1/6½
Abergavenny	1/9½	1/5
Abingdon	1/11	1/6½
Accrington	1/7½	1/3½
Aldeburgh	1/9½	1/5
Aldershot	1/11	1/6½
Alfreton	1/10½	1/5½
Alnwick	1/11	1/6½
Altrincham	1/10½	1/5½
Amble	1/9½	1/5
Amersham	1/11	1/6½
Ammanford	1/9	1/4½
Andover	1/9	1/4½
Ardingly	1/9	1/4½
Arundel	1/9	1/4½
Ascot	1/11	1/6½
Ashby-de-la-Zouch	1/9	1/4½
Ashford (Kent)	1/11	1/6½
Ashford (Middlesex)	1/10½	1/5½
Ashington	1/11	1/6½
Ashtead	1/11	1/6½
Ashton-under-Lyne	1/9	1/4½
Aylesbury	1/8	1/4
Aylsham	1/9	1/4½
Bagshot	1/9	1/4½
Banbury	1/11	1/6½
Barnsley	1/9	1/4½
Barnstaple	1/11	1/6½
Barrow-in-Furness	1/11	1/6½
Barry	1/9	1/4½
Basingstoke	1/10½	1/5½
Bath	1/11	1/6½
Batley	1/9½	1/5
Beaconsfield	1/7½	1/3½
Beccles	1/10½	1/5½
Bedford	1/9	1/4½
Berkhamsted	1/10½	1/5½
Berwick	1/11	1/6½
Beverley	1/9½	1/5
Bexhill-on-Sea	1/9	1/4½
Bideford	1/9	1/4½
Biggleswade	1/8½	1/4½
Billericay	1/9	1/4½
Birchington	‡§2/1	¶
Birkenhead	†1/11	1/6½
Birmingham	1/11	1/6½
Bishop Auckland	1/10	1/5½
Bishop's Stortford	1/11	1/6½
Blackburn	1/11	1/6½
Blackpool	1/11	1/6½
Blyth	1/9	1/4½
Bognor Regis	1/11	1/6½
Bolton	1/10	1/5½
Bournemouth	1/9	1/4½
Bracknell	1/11	1/6½
Bradford	1/8	1/4
Bradford-on-Avon	1/9	1/4½
Braintree	1/10½	1/5½
Brentwood	1/9½	1/5
Bridgwater	1/10½	1/5½
Bridlington	1/11	1/6½
Brighouse	1/10	1/5½
Brighton	1/11	1/6½
Bristol	1/9	1/4½
Broadstairs	1/10½	1/5½
Bromsgrove	1/11	1/6½
Buckley	1/7	1/3½
Bungay	1/7½	1/3½
Burnham-on-Crouch	1/11	1/6½
Burnley	1/11	1/6½
Burslem	1/11	1/6½
Burton-on-Trent	1/11	1/6½
Bury	1/8½	1/4½
Bury St. Edmunds	1/10½	1/5½
Buxton	1/9½	1/5
Byfleet	1/11	1/6½
Cambridge	1/9	1/4½
Canterbury	1/11	1/6½
Cardiff	1/11	1/6½
Carlisle	1/11	1/6½
Carnforth	1/11	1/6½
Castleford	1/11	1/6½
Caterham	1/11	1/6½
Chard	1/8	1/4
Chatham	1/10	1/5½
Chelmsford	1/10½	1/5½
Cheltenham	1/10	1/5½
Chepstow	1/10½	1/5½
Chertsey	1/10	1/5½
Chester	1/11	1/6½
Chesterfield	1/11	1/6½
Chichester	1/9	1/4½
Chorley	1/11	1/6½
Cirencester	1/8½	1/4½
Clacton	1/9	1/4½
Cleveleys	1/11	1/6½
Clitheroe	1/11	1/6½
Cobham (Surrey)	1/10	1/5½
Colchester	1/10½	1/5½
Colwyn Bay	1/10	1/5½
Congleton	1/10½	1/5½
Coventry	1/11	1/6½
Cranbrook	1/9	1/4½
Cranleigh	1/9	1/4½
Crawley	1/9	1/4½
Crewe	1/10½	1/5½
Cromer	1/8	1/4
Crowborough	1/9	1/4½
Cuckfield	1/9	1/4½
Darlington	1/11	1/6½
Darwen	1/11	1/6½
Daventry	1/9½	1/5
Deal	1/9	1/4½
Denbigh	1/10	1/5½
Derby	1/11	1/6½
Devizes	1/8	1/4
Dewsbury	1/11	1/6½
Didcot	1/9	1/4½
Diss	1/7½	1/3½
Doncaster	1/11	1/6½
Dorchester	1/8½	1/4½
Dorking	1/9½	1/5
Dover	1/9	1/4½
Dovercourt	1/9	1/4½
Driffield	1/9½	1/5
Droitwich	1/10½	1/5½
Dudley	1/11	1/6½
Dunstable	1/9½	1/5
Durham City	1/11	1/6½
Eastbourne	1/10	1/5½
E. Glam. (Mon. Val.)	1/11	1/6½
East Grinstead	1/9	1/4½
Edenbridge	1/9	1/4½
Ely	1/8	1/4
Epping	1/11	1/6½
Exeter	1/10½	1/5½
Exmouth	1/9½	1/5
Fakenham	1/8	1/4
Falmouth	1/9½	1/5
Fareham	1/10	1/5½
Faversham	1/9	1/4½
Felixstowe	1/10	1/5½
Filey	1/9½	1/5
Fleetwood	1/11	1/6½
Flint	1/11	1/6½
Folkestone	1/9	1/4½
Frinton-on-Sea	1/9	1/4½
Frome	1/8	1/4
Gainsborough	1/10	1/5½
Gateshead	1/11	1/6½
Gillingham (Kent)	1/10	1/5½
Glossop	1/11	1/6½
Gloucester	1/10½	1/5½
Godalming	1/9	1/4½
Goole	1/11	1/6½
Gosport	1/10½	1/5½
Grantham	1/10	1/5½
Gravesend	1/10½	1/5½
Great Yarmouth	1/9	1/4½
Grimsby	1/11	1/6½
Guildford	1/9	1/4½
Guilsborough	1/9½	1/5
Halifax	1/11	1/6½
Hanley	1/11	1/6½
Harpenden	1/10	1/5½
Harrogate	1/11	1/6½
Hartlepools	1/11	1/6½
Harwich	1/9	1/4½
Haslemere	1/9	1/4½
Hastings	1/9	1/4½
Hatfield	1/10½	1/5½
Haywards Heath	1/9	1/4½
Hednesford	1/10½	1/5½
Hemel Hempstead	1/10	1/5½
Henley-on-Thames	1/9	1/4½
Hereford	1/9	1/4½
Herne Bay	1/9	1/4½
Hertford	1/10½	1/5½
Heysham	1/11	1/6½
Hitchin	1/10	1/5½
Hoddesdon	1/10½	1/5½
Holt (Norfolk)	1/7½	1/3½
Horley	1/9	1/4½
Horsham	1/9	1/4½
Horwich	1/11	1/6½
Huddersfield	1/11	1/6½
Hull	1/11	1/6½
Hunstanton	1/8	1/4
Huntingdon	1/8½	1/4½
Ilfracombe	1/9	1/4½
Ingatestone	1/9½	1/5
Ipswich	1/10½	1/5½
Isle of Thanet	1/9	1/4½
Isle of Wight	1/8½	1/4½
Keighley	1/11	1/6½
Kenilworth	1/11	1/6½
Kettering	1/10½	1/5½
Kidderminster	1/9	1/4½
King's Lynn	1/11	1/6½
Kirkham	1/10½	1/5½
Knowle	1/11	1/6½
Lancaster	1/11	1/6½
Leamington	1/10	1/5½
Leatherhead	1/11	1/6½
Leeds	1/11	1/6½
Leicester	2/8	1/4
Leighton Buzzard	1/10	1/5½
Letchworth	1/9	1/4½
Lewes	1/10	1/5½
Lichfield	1/11	1/6½
Lincoln	1/9	1/4½
Littlehampton	‡§2/1	¶
Liverpool	1/10	1/5½
Llandudno	1/11	1/6½
Llanelly		
London—		
12m. radius	*2/0½	1/7½
12-15m. radius	*2/0	1/7
Long Eaton	1/11	1/6½
Longton	1/11	1/6½
Loughborough	1/11	1/6½
Louth	1/9½	1/5
Lowestoft	1/9	1/4½
Luton	1/10½	1/5½
Macclesfield	1/10½	1/5½
Maidenhead	1/10	1/5½
Maidstone	1/9½	1/5
Malvern	1/9½	1/5
Manchester	1/11	1/6½
Manningtree	1/8	1/4
Mansfield	1/11	1/6½
March	1/8	1/4
Margate	1/9	1/4½
Market Harborough	1/10	1/5½
Matlock	1/9½	1/5
Melton Constable	1/7½	1/3½
Melton Mowbray	1/10	1/5½
Merthyr	1/11	1/6½
Middlesbrough	1/11	1/6½
Middleton	1/11	1/6½
Middlewich	1/10½	1/5½
Milford Haven	1/9½	1/5
Morecambe	1/11	1/6½
Morley	1/11	1/6½
Mundesley	1/8	1/4
Nantwich	1/10½	1/5½
Nelson	1/11	1/6½
Newark-on-Trent	1/10½	1/5½
Newbury	1/9	1/4½
Newcastle-on-Tyne	1/11	1/6½
Newcastle-u.-Lyme	1/11	1/6½
New Forest	1/9	1/4½
Newmarket	1/9	1/4½
Newport, Mon.	1/11	1/6½
Newport Pagnell	1/9	1/4½
Northampton	1/11	1/6½
Norwich	1/11	1/6½
Nottingham	1/11	1/6½
Nuneaton	1/11	1/6½
Oakham	1/9½	1/5
Oldham	1/11	1/6½
Ormskirk	1/11	1/6½
Oxford	1/10½	1/5½
Oxted	1/9½	1/5
Paignton	1/10½	1/5½
Peterborough	1/10½	1/5½
Plymouth	1/11	1/6½
Pontefract	1/11	1/6½
Pontypridd	1/11	1/6½
Port Talbot	1/10½	1/5½
Portsmouth	1/11	1/6½
Preston	1/9	1/4½
Pulborough	1/9	1/4½
Ramsgate	1/10½	1/5½
Reading	1/10½	1/5½
Redditch	1/9½	1/5
Redhill	1/9½	1/5
Ripon	1/11	1/6½
Rochdale	1/10	1/5½
Rochester	1/11	1/6½
Rugby	1/10½	1/5½
St. Albans	1/11	1/6½
St. Helens	1/8½	1/4½
St. Neots	1/8	1/4
Saffron Walden	1/8½	1/4½
Salisbury City	1/10	1/5½
Salisbury Plain	1/9½	1/5
Sawbridgeworth	1/9½	1/5
Saxmundham	1/7½	1/3½
Scarborough	1/10½	1/5½
Scunthorpe	1/11	1/6½
Selby	1/11	1/6½
Sevenoaks	1/9½	1/5
Sheerness	1/9	1/4½
Sheffield	1/11	1/6½
Shipley	1/11	1/6½
Shoeburyness	1/10½	1/5½
Shoreham	1/10	1/5½
Shrewsbury	1/10½	1/5½
Sittingbourne	1/9	1/4½
Skegness	1/10	1/5½
Sleaford	1/9½	1/5
Slough	1/10	1/5½
Southampton	1/10½	1/5½
Southend-on-Sea	1/10½	1/5½
Southport	1/11	1/6½
South Shields	1/11	1/6½
Spalding	1/9	1/4½
Stafford	1/10½	1/5½
Staines	1/10	1/5½
Stamford	1/10	1/5½
Stevenage	1/10	1/5½
Stockport	1/11	1/6½
Stockton-on-Tees	1/11	1/6½
Stoke-on-Trent	1/11	1/6½
Stourbridge	1/11	1/6½
Stourport	1/10½	1/5½
Stowmarket	1/8	1/4
Stratford-on-Avon	1/10	1/5½
Stroud	1/10	1/5½
Sunderland	1/11	1/6½
Sutton Coldfield	1/11	1/6½
Swaffham	1/7½	1/3½
Swanage	1/9	1/4½
Swansea	1/11	1/6½
Swindon	1/9½	1/5
Tamworth	1/10½	1/5½
Taunton	1/9½	1/5
Tenterden	1/9	1/4½
Thames Haven	1/11	1/6½
Thetford	1/8½	1/4½
Thorpe Bay	1/10½	1/5½
Todmorden	1/11	1/6½
Tonbridge	1/9½	1/5
Torquay	1/10½	1/5½
Totnes	1/9	1/4½
Trowbridge	1/8	1/4
Truro	1/8½	1/4½
Tunbridge Wells	1/9½	1/5
Uppingham	1/10½	1/5½
Uttoxeter	1/10	1/5½
Wakefield	1/11	1/6½
Walsall	1/11	1/6½
Walsden	1/11	1/6½
Walton-on-Naze	1/9	1/4½
Ware	1/10½	1/5½
Warminster	1/8	1/4
Warrington	1/11	1/6½
Warwick	1/11	1/6½
Wellington R.D.	1/10½	1/5½
Welwyn	1/10	1/5½
Welwyn Gar. City	1/11	1/6½
Wells (Norfolk)	1/7½	1/3½
West Bromwich	1/11	1/6½
Westcliff-on-Sea	1/10½	1/5½
Weston-super-Mare	1/10	1/5½
Weybridge	1/10	1/5½
Weymouth	1/9	1/4½
Whitby	1/10	1/5½
Whitstable	1/9	1/4½
Widnes	1/11	1/6½
Wigan	1/11	1/6½
Wigton	1/9½	1/5
Willington	1/11	1/6½
Wilmslow	1/11	1/6½
Winchester	1/9½	1/5
Windermere	1/9½	1/5
Windsor	1/10	1/5½
Wisbech	1/8½	1/4½
Witham	1/9	1/4½
Woking	1/9½	1/5
Wokingham	1/9	1/4½
Wolverhampton	1/11	1/6½
Woodbridge	1/8½	1/4½
Worcester	1/10½	1/5½
Workington	1/9½	1/5
Worksop	1/10½	1/5½
Worthing	1/9	1/4½
Wrexham	1/10½	1/5½
Wroxham	1/8½	1/4½
Wycombe	1/10	1/5½
Wymondham	1/8	1/4
Yeovil	1/9½	1/5
York	1/11	1/6½

* Painters ½d. less than other Craftsmen.

† Plus 2d. per working day.

‡ Plasterers 2/1½.

¶ Tradesman's Labourers, 1/7½. Navvies and General Labourers, 1/6½.

§ Joiners, Plumbers, Bricklayers, Tilers and Masons receive 2/- per week or 4d. per day Tool Money.

NOTE.—Carpenters and Joiners in all Towns and Districts (other than Birkenhead and Liverpool) receive 2d. per day Tool Allowance.

For Building Trade Wages in Scotland, see page 494.

PRICES CURRENT OF MATERIALS*

Note: Owing to the exceptional circumstances which prevail at the present time, prices of materials should be confirmed by inquiry. The prices of soft woods are for cash on delivery. At present linseed oil and genuine spirits of turpentine can only be supplied in cans in small quantities.

BRICKS, &c.

	£ s. d
First Hard Stocks	4 13 0
Second Hard Stocks	4 6 0
Mild Stocks	3 13 0
Single Rough Stocks	3 7 0
Common Stocks	2 17 6

All loaded free into lorry at the works. The question of haulage is still very difficult and prices must be obtained from job to job. *In addition*, there will be the Levy under the Bricks (Charges) Order, 1942, of 3s. per 1,000.

2½ in. Phorpres. A discount of 6d. 1,000 only monthly account.	King's Cross Station per 1,000	To sites in W.C. District per 1,000
	s. d.	£ s. d.
Pressed	56 9	63 3
Keyed	58 9	65 3
Single Bullnose	76 9	83 3
Rustics	76 9	83 3
Whites	77 3	83 3
White Midhurst Best selected (delivered London site)		£ s. d. 5 10 0
Best blue Pressed Staffs. (London Stns.)		11 12 0
Do. Bullnose (London Stns.)		12 2 0
Blue Wire Cuts (London Stns.)		10 9 6

Best Stourbridge Fire Brick (London Stns.) :—

£ s. d.		£ s. d.
2½ in. 10 0 0	3 in.	12 0 0

GLAZED BRICKS. (London Stns.)

Best White Ivory and Salt Glazed Stretcher.....30 0 0	D'ble Str'tch'rs D'ble Headers	38 10 0 35 0 0
Headers 29 10 0	One side&two ends Two sides&one end	39 10 0 40 10 0
Quoins, Bullnose and 4½ in. Flats 36 10 0	Splays and Squints	38 0 0

Second Quality, £2 per 1,000 less than best. Cream and buff, £2 extra over white. Other colours. Hard Glaze. £5 10s. extra over white.

ADD LEVY ON BRICKS. 3/- per 1,000 except Glazed Bricks.

PARTITION SLABS.

Delivered on site London Area.

"PHORPRES" HOLLOW PARTITION BLOCKS.

	s. d.		s. d.
2" per yd. sup.	2 8	3" per yd. sup. ..	3 6
4" " "	2 11	4" " " ..	3 10

CLINKER CONCRETE.

2" per yd. sup.	1 11	3" per yd. sup. ..	2 6
4" " "	2 3	4" " " ..	3 6

CRANHAM TERRA COTTA.

Slim 12 x 9 x 2" per yd. super	2 8
Slim 12 x 9 x 2½ " "	2 11
Slim 12 x 9 x 3" " "	3 6
Slim 12 x 9 x 4" " "	3 10

HEMPSTEAD—KEYED TWO SIDES.

12" x 9" x 2"	2 8	12" x 9" x 3"	3 6
12" x 9" x 2½"	2 11	12" x 9" x 4"	3 10

Per yard super d/d. Free on site, London.

Plus 2d. for smooth one side, and 4d. for smooth both sides.

STONE.

	s. d.
BATH STONE.—Delivered in railway trucks at Westbourne Park, Paddington, G.W.R., or South Lambeth, G.W.R., per ft. cube	3 3½
BEER STONE—RANDOM BLOCK—	
Free on rail at Seaton Station.. per ft cube	2 3
Delivered free on rail Nine Elms, S.R. "	3 1½
Selected approximate size one way, 1d. per cubic ft. extra, selected approximately three sizes or for special work, 3d. per cubic ft. extra.	
PORTLAND STONE—	
Brown Whitbed, in random blocks of 20 ft. average, delivered in railway trucks at Nine Elms, S. Rly., South Lambeth Station, G.W.R., and Westbourne Park, Paddington, G.W.R., ...per ft. cube	4 7
Do. do. delivered on road waggons as above stations .....per ft. cub.	4 7
White basebed, 3d. per ft. cube extra.	
NOTE.—1d. per ft. cube extra for every ft. over 20 ft. *average* and ½d. beyond 30 ft.	
HOPTON-WOOD STONE—	
F.O.R. Quarries, Wirksworth, Derbyshire. Random blocks from 10 ft. and over P.ft.cb.	13 2
Sawn two sides	26 11
Sawn three or four sides	31 11
YORK STONE, BLUE—*Robin Hood Quality.* Delivered at any Goods Station, London.	
6 in. sawn two sides landings to sizes (under 30 ft. super) .....per ft. super	5 6
6 in. rubbed two sides, ditto .... "	6 3
3 in. sawn two sides slabs (random sizes) ..... "	2 7
2 in. to 2½ in. sawn one side slabs (random sizes) (paving) ..... "	1 8½
1½ in. to 2 in. ditto ..... "	1 4½
HARD YORK—	
Delivered at any Goods Station, London.	
Scrappled random blocks .....per ft. cube	6 10
6 in. sawn two sides landings to sizes (under 40 ft. super) .....per ft.super	5 7½
6 in. rubbed two sides, ditto .... "	6 9
4 in. sawn two sides slabs (random sizes) ..... "	3 5
3 in. ditto ditto ..... "	2 8
2 in. self-faced random flags.....per yd. super	8 9

CAST STONE.

Delivered in London area in full van loads, per ft. cube: Plain, 7s. 6d. Moulded, 8s. 6d. Small section cills and copings, 11s.

SAND.

Thames Ballast	10s. 0d. per yd.	delivered 2 miles radius Paddington.
Pit Ballast	9s. 6d. " "	
Pit Sand	12s. 0d. " "	
Washed Sand	13s. 0d. " "	
¾ in. Shingle	10s. 6d. " "	
¾ in. Broken Brick	16s. 0d. " "	
Pan Breeze	10s. 0d. " "	

CEMENT.

Best British Portland Cement. Standard Specification, delivered London area.

	£ s. d.
6 ton loads and upwards site ..... per ton	2 11 0
1 ton to 6 tons site	2 14 0
Alongside Vauxhall in 80 ton lots	2 8 6
" Ferrocrete " Rapid Hardening Cement—	
6 ton loads and upwards site	2 17 0
1 ton to 6 tons site	3 0 0
Alongside Vauxhall in 80 ton lots	2 14 6
" Aquacrete " Water Repellent, " Blue Circle " cement, 30s. per ton on ordinary " Blue Circle " prices.	
" Colorcrete " Nos. 1 and 2. Coloured rapid Hardening Portland Cement in 6 ton lots ..	4 11 0
" Colorcrete " not rapid hardening, according to colour, from £7 to £15 10s. per ton.	
" Snowcrete " White Portland Cement (in free paper bags)	10 5 0
" 417 " Cement (Ultra Rapid Hardening) Delivered Site London Area in 6 tons lots and upwards	3 11 0
Plus packages at current prices.	
Super Cement (Waterproof), bags extra	4 1 0

NOTE.—Jute sacks charged at 35s. 6d. nett per ton (20 sacks) for quantities of or exceeding one ton. Less than one ton 1s. 9½d. nett each.

Credit 1s. 6d. nett each when returned in good condition within two weeks.

	£ s. d.		£ s. d.
Romance ment	8 10 0	Keene's Cement, White	7 0 0
Parian Cement	7 0 0	" Pink	6 10 0

Cemen tone Colours for cement according to tints per cwt. from £3 5s. 0d.

SLATES.

First quality slates from Penrhyn or Portmadoc carriage paid in full truck loads to London Rate Station Per 1,000 actual.

	£ s. d.		£ s. d.
24 by 12	45 5 0	18 by 10	24 0 0
22 by 12	37 17 6	18 by 9	22 12 6
22 by 11	34 2 6	16 by 10	21 10 0
20 by 12	33 0 0	16 by 8	16 12 6
20 by 10	30 5 0		

PLASTER.

	£ s. d.		£ s. d.
Coarse, Pink	4 0 0	Sirapite, Coarse..	4 5 6
" White ..	4 7 6	" Finish ..	4 13 6
Pioneer	4 5 0		

Above prices for 4-ton loads and over London Area.

Best Ground Blue Lias Lime	3 7 6	Grey Stone Lime	2 17 6
Granite Chippings	1 15 0	Chalk Lime	2 17 6
		Hair per cwt. ..	3 5 0

NOTE.—Sacks are charged 1s. 9d. each, and credited 1s. 6d. if returned in good condition within three months, carriage paid.

Stourbridge Fireclay in paper bags, £2 12s. 6d. in 6-ton lots at railway depot.

TILES.

Delivered at London rate stations in full truck loads of not less than 6 tons..... Per 1,000 f.o.r. London.

Best machine-made tiles from Broseley or Staffordshire district	£5 15 0
Ditto hand-made ditto	6 18 6
Ornamental ditto	7 5 0
Hip and valley tiles (per dozen) { Hand-made	0 14 0
{ Machine-made	0 13 6

HARD WOOD.

1 INCH AND UP THICK.

Average price for prime quality.

	s. d.		Foot cube. £ s. d.
Dry English Wainscot Billets..	16 0	to	0 18 0
Dry Slavonian Billet Wainscot ..	17 0	to	1 0 0
Dry Cuba Mahogany logs 21	0	to	1 4 0
Square-edged Honduras Mahogany			0 16 6
Log Cut Honduras Mahogany			0 17 6
American Figured Oak			0 13 0
American Plain Oak			0 12 6
Jap. Figured Oak			0 13 0
Jap. Plain Oak			0 12 6
Teak			0 15 6
American Whitewood			0 12
African Whitewood			0 8 0
African Mahogany			0 11 0
Australian Walnut			0 19 0
Australian Silky Oak			0 12 6
Best Scotch glue ..... per cwt.			5 0 0
Liquid glue .....per gallon			1 2 0

SOFT WOOD.

MERCHANTABLE BRITISH COLUMBIAN PINE	Minimum. £ s. d.	Maximum. £ s. d.
Scantlings in imported sizes, 2 in. by 3 in. to 4 in. by 11 in.	43 10 0	53 0 0

PLANED BOARDS.

PRIME CLEAR BRITISH COLUMBIAN PINE.

Per standard.

	£ s. d.
1 in. by 11 in. } 1 in. by 9 in. }	67 10 0

Per square.

	s. d.
1 in. plain edge flooring	53 0
1½ in. ditto	66 6
1 in. tongued and grooved	53 0
1¼ in. ditto	66 6

MATCHING.

Per square.

	s. d.
¼ in.	37 6
½ in.	42 0
1 in.	55 0

PLUMBERS' BRASS WORK.

Delivered in London.

M.O.H.

S.D. BIBCOCKS, CRUTCH HEAD, FOR IRON

½ in. ¾-in.
30/- 44/6 per doz.

TOILET BIB COCKS FOR IRON.

½ in. ¾ in
42/- 60/- per doz

S.D. STOP COCKS FOR IRON.

¼ in. ⅜ in. 1 in. 1¼ in. 1¼ in. 2 in.
29/6 45/- 81/6 195/- 272/- 453/- per doz.

S.D.S. COCKS WITH TWO UNIONS FOR LEAD.

¼ in. ⅜ in. 1 in. 1¼ in. 1¼ in. 2 in.
45/- 77/6 123/- 240/- 372/- 624/- per doz.

DOUBLE NUT BOILER SCREWS.

¼ in. ⅜ in. 1 in. 1¼ in. 1¼ in. 2 in.
5/6 6/8 11/- 24/- 36/- 56/- per doz.

HEAVY CROYDON BALL VALVES.

½ in. ¾ in. 1 in. 1¼ in. 1½ in.
36/- 65/- 9R/- 195/- 264/- per doz.

CAPS AND SCREWS.

1¼ in. 1½ in. 2 in. 3 in. 3½ in. 4 in.
11/9 14/5 21/6 37/9 54/- 59/6 per doz.

BRASS SLEEVES.

1¼ in. 2 in. 3 in. 3½ in. 4 in.
10/9 13/6 25/- 37/- 46/- per doz.

LEAD TRAPS WITH BRASS CLEANING SCREWS.

1¼×6 lbs. 1½×6 lbs. 2×7 lbs. 3×7 lbs.
Lead P. 26/- 34/- 55/- 92/- per doz.
Lead S. 34/- 41/- 67/ 115/- per doz.

SOLDER.—Plumbers', 1/5 ; Tinmen's, 1/9. Blow pipe 2/- per lb.

* The information given on this page has been specially compiled for THE BUILDER, and is copyright. The aim in this list is to give, as far as possible, the *average* prices of materials, no. necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information. Prices are subject to 2½ per cent. cash discount.

PRICES CURRENT OF MATERIALS—(contd.)

METALS.

JOISTS, GIRDERS, &c., to LONDON STATION PER TON—

	£ s. d.
R.S. Joists, cut and fitted	£23 10 0
Plain Compound Girders	26 0 0
Stanchions	28 10 0
In Roof Work	33 10 0

NOTE.—These prices are for standard pieces and not special pieces of an awkward nature.

MILD STEEL ROUNDS.—To London Stations, per ton.

Diameter.	£ s. d.	Diameter.	£ s. d.
½ in.	23 0 0	⅝ in. to ¾ in.	21 10 0
⅞ in.	22 0 0	⅞ in. to 2¾ in.	21 0 0

WROUGHT TUBES AND FITTINGS.

Deliveries from works.

Deliveries from London stock further 2½ % gross.

10/17

	Tubes. ¼"/⅜" %	Tubulars. ½"/⅝" %	and 19/24 %	Flanges. ½"/2" %	2½"/6" %
Light weight	51½	—	47½	51	57½
Heavy weight	44	44	39½	41	49½
Galv.lightweight	40½	—	38½	39½	48½
Galv.heavyweight	31	31	31	29½	41

Tubes and tubulars sizes ¼"/⅜" inclusive, charged extra of 5% less gross.

Fittings. Figs. 25/34 5% less gross discount.

Terms.—Nett cash end of month following date of invoice. Carriage paid on lots of £10 nett value and over.

C.I. HALF-ROUND GUTTERS—London Prices ex Works. per yd. in 6 ft. lengths.

	Gutters.	Nozzles.	Stop ends.
3 in.	1/5½	1/2½	4½d.
3½ in.	1/7	1/4	4½d.
4 in.	1/7	1/6	6½d.
4½ in.	1/8½	1/8½	7½d.
5 in.	2/0½	2/0	9d.

O.C. GUTTERS.

3 in.	1/10½	1/7½	5d.
3½ in.	2/1½	1/7½	6½d.
4 in.	2/1½	1/8½	7½d.
4½ in.	2/2½	1/11½	8½d.
5 in.	2/8½	2/3	10½d.

RAIN WATER PIPES.

Per yd. in 6 fts.	Pipe	Bends. Stock angles.	Branches.
2 in.	2/2½	1/5½	2/2
2½ in.	2/3½	1/8½	2/7½
3 in.	2/8½	2/1½	3/2
3½ in.	3/2½	2/6½	3/7½
4 in.	3/8½	3/0½	4/5

NETT PRICES.

Tonnage allowance—4-ton lots, 5 per cent.
2-ton lots, 2½ per cent.

L.C.C. COATED SOIL PIPES—London Prices, ex Stock.

Per yd. in 6 fts.	Pipe.	Bends.	Branches.
2 in.	3/9½	2/7½	3/2
2½ in.	4/5	2/10½	3/11½
3 in.	4/9	3/2	4/8½
3½ in.	4/10½	3/11½	5/5½
4 in.	5/3½	4/5	6/3½

L.C.C. COATED DRAIN PIPE.

	Pipe.	Bends.	Branches.
3 in. per yd. in 9 fts.	5/5	6/3	9/11
cwt. qr. lbs.			
4 in. 1 1 20	7/11	7/1	12/6
5 in. 1 2 22	9/7	12/9	19/3
6 in. 2 0 6	11/5	14/8	25/6

Gaskin, 75/- per cwt.

	Per ton basis in London. £ s. d.
IRON.—Staffordshire Crown, Merchant quality	18 7 6
IRON.—Staffordshire Marked Bars	19 7 6
Mild Steel Bars	19 15 0
Mild Steel Hoops	21 10 0

	Ex Merchant's Stock, per ton (two-ton lots).
Soft Steel Sheets, C.R. and C.A.—	
20 gauge	24 17 6
24 gauge	25 2 6
26 gauge	25 17 6
Galvanised Corrugated Sheets, 6 ft. to 9 ft.	
20 gauge	27 0 0
24 gauge	27 10 0
26 gauge	28 15 0
Galvanised Flat Sheets, C.R. and C.A.—	
20 gauge	28 10 0
24 gauge	29 0 0
26 gauge	30 5 0

	Per ton. £ s. d.
Cut Nails, 3 in. and up	28 10 0

ALL NETT.

METAL WINDOWS.—Standard sizes, suitable for complete houses, including all fittings, painting two coats, and delivery to job, average price about 2s. 4d. to 2s. 7d. per foot super.

PAINTS, &c.

	£ s. d.
Raw Linseed Oil (5 galls.) .. per gallon	0 5 9
Boiled Linseed Oil (5 galls.) .. "	0 6 0
Genuine Ground English White Lead, per cwt.	3 11 3
Genuine White Lead Paint, 14 lb. tins free, per cwt.	4 15 6
Genuine Red Lead "	2 18 0
Linseed Oil Putty (Kegs extra) .. "	3 3 3
Size, XD quality .. fkn.	0 4 9

Turpentine substitute can be obtained and prices vary according to quality from 3/8 gallon upwards.

	£ s. d.
SNOWCEM CEMENT PAINT .. per cwt.	2 16 0
C.M.C. CAMOUFLAGE PAINT .. "	2 16 0

BUILDING TRADE WAGES IN SCOTLAND

Following are grade rates authorised by the Scottish N.J.C. from October 1. Every endeavour is made to ensure accuracy, but we cannot be responsible for errors that may occur.

Grade Classification	A	A1	A2	A3	B	B1
Craftsmen	1/11½	1/11	1/10½	1/10	1/9½	1/9
Labourers	1/6	1/5½	1/5½	1/5	1/4½	1/4½

Aberdeen	A	Dumfriesshire	A2	Inverness	*	Perthshire	A2
Ayrshire	A	Dundee	A	Inverurie	A1	Peterhead	A1
Banff	B	Dunoon	A	Kincardineshire	A2	Renfrewshire	A
Berwickshire	A2	East Fife	A	Kinross-shire	A	Rothesay	A
Bridge of Allan	A	East Lothian	A	Lanarkshire	A	Roxburghshire	A2
Broughty Ferry	A	Edinburgh	A	Midlothian	A	St. Andrews	A
Clackmannanshire	A	Fifeshire	A	Monifieth	A	Selkirkshire	A2
Doune	A	Forfarshire	A2	Moray and Nairn	B	Stewartry	A2
Dunblane	A	Glasgow	A	Newport	A	Stirlingshire	A
Dumbartonshire	A	Greenock	A	Peeblesshire	A2	Stornoway	A2
Dumfries	A1	Hamilton	A	Perth	A	Tayport	A
						West Lothian	A

*This town has its own rates : Masons, 1/8½ ; Carpenters, 1/8½ ; Slaters, 1/8½ ; Plumbers, 1/9 : Plasterers, 1/9½ but 1/10 is paid owing to the scarcity at present ; Painters, 1/8½ and Labourers, 1/4

The information given in this table is copyright. Rates of wages in England and Wales are given on page 492.

VARNISHES, &c.

		Per gallon. £ s. d.
Oak Varnish	Outside	0 16 0
Fine do.	"	0 18 0
Fine Copal	"	1 0 0
Pale Copal	"	1 2 0
Pale Opal Carriage	"	1 6 0
Best do. do.	"	1 14 0
Floor Varnish	Inside	1 0 0
Fine Pale Paper	"	1 0 0
Fine Copal Cabinet	"	1 4 0
Fine Copal Flatting	"	1 2 0
Hard Drying Oak	"	1 0 0
Fine Hard Drying Oak	"	1 1 6
Fine Copal Varnish	"	1 2 6
Pale do.	"	1 14 0
Best do.	"	1 4 6
Best Japan Gold Size	"	1 14 6
Best Black Japan		0 12 0
Oak and Mahogany Stain (water)		0 14 0
Brunswick Black		0 9 6
Berlin Black		0 16 0
Knotting (patent)		0 17 0
French and Brush Polish		0 14 0
Liquid Dryers in Terebene		0 11 0
Cuirass Black Enamel		0 9 0

LEAD, &c.

(Delivered in London.)	Per ton. £ s. d.
LEAD.—Sheet, English, 4 lb. and up	38 0 0
Pipe in coils	38 10 0
Soil pipe	42 10 0
Compo pipe	47 10 0

NOTE.—Country delivery, 20/- per ton extra, lots under 3 cwt. 4/- per cwt. extra and over 3 cwt. and under 5 cwt., 2/6 per cwt. extra. Cut to sizes, 4/- per cwt. extra.

Old lead, ex London area, at Mills ..... per ton } £18 0 0.

GLAZING

The Hall Mark AYGEE of Craftsmanship

If your building is essential to the war effort we can supply the glass and glazing immediately.

Communicate at once with:

AYGEE LIMITED

100 WESTMINSTER BRIDGE ROAD, S.E.1

'Phone: WAT 6314 (6 lines)

ENGLAND'S LARGEST GLAZING CONTRACTORS

THE SCOTTISH BUILDER

NEW BUILDINGS

BELLSHILL.—Plans have been prepared for new centre at Dean-st., for which the architect is A. N. Keith, County-bldgs., Beckford-st., Hamilton.

CARLUKE.—Plans prepared for reconstruction and additions to Old Schoolhouse, Crossford, for which the architect is James Gilmour, 14, Holmlea-rd., Crossford.

LARKHALL. — Plans prepared for building at Mill Haugh, Skellyton, for which the architect is Thomas Adair, 24, Victoria-st., Larkhall.

NEWARTHILL.—Plans prepared for new building for Stevenston Estate Trustees, for which the architect is Dugald S. Stewart, 81, Hope-st., Glasgow.

GLASS.

SHEET GLASS, ORDINARY GLAZING QUALITY CUT SIZES.

	Per ft. super. d.
18 oz.	3½
24 oz. Clear or "R" quality	4½
26 oz.	5½
32 oz.	7½

ENGLISH ROLLED PLATE AND FIGURED CATHEDRAL, ETC., IN CUT SIZES.

Over 500 ft. super of all kinds.	Per ft.
Rolled plate, ¼ in.	5¾d.
Rough cast double rolled, ⅜ in.	6½d.
Rough cast double rolled, ½ in.	6½d.
Figured rolled, and Cathedral, white	6½d.
Figured rolled and Cathedral, tinted	9½d.
Rolled Sheet	6d.
Reeded, Broad Reeded, Cross Reeded and Chevron Reeded, ¼ in. thick	10½d.

Rolled plate is the same price as rough cast double rolled.

	Per ft. s. d.
Wire Rolled, ¼ in. thick	0 9½
Wire Cast, ¼ in. thick	0 9½
Georgian Wired Cast	0 10
"Calorex" Sheet, 21 oz.	2 6
" " 32 oz.	4 0
" Cast, ¼ in. thick	0 10
" " ⅜ in. thick	1 0
" " ½ in. thick	1 2
Non Actinic Glass, ¼ in. thick	0 9½
" " " ⅜ in. thick	1 0
" " " ½ in. thick	1 2

"VITA" GLASS.

	Per ft. s. d.
"Vita" Plate Glass, about ⅛ in. thick— To 7 ft. super	5 0
Over 7 ft. super	7 6
"Vita" Sheet Glass, about 18/20 oz.	2 0
Cathedral "Vita" Glass : ¼ in. thickness	2 0
⅜ in. "	3 0
⅛ in. Georgian Wired "Vita" Glass	3 6

GLASS BRICKS.

	s. d.
P.B. 1—8 in. × 4⅞ in. × 3⅛ in. ..	2 9 each nett
P.B. 2—5⅛ in. × 5⅛ in. × 3⅛ in. ..	2 6 "
P.B. 3—7⅛ in. × 7⅛ in. × 3⅛ in. ..	3 6 "
P.B. 32—7⅛ in. × 7⅛ in. × 3⅛ in. ..	3 6 "

Radiused Corner Bricks to match up with—

P.B. 2	4 6 each nett
P.B. 3	6 0 "
P.B. 32	6 0 "

CURRENT AND PROPOSED NEW BUILDINGS

Battersea.—Additional works of adaptation to be carried out at Nightingale-la. and Sisters-av. nurseries, at £117 and £167, respectively—subject to M.H. approval.—B.C. to carry out repairs at Eaton House, at £3,000.

Blackpool.—T.C. propose extensions to columbarium at Carleton cemetery, at £3,700. Plans by J. Drake, B.S.

Brighouse.—T.C. acquired "Woodside," Lane Ends Green, Hipperholme, for hostel.

Bromsgrove.—R.D.C. approved: Additions to farm buildings, Houndsfield Farm, Wythall, for E. A. Turner; additions to Stoke Works school, for Worcestershire E.C.

Caernarvonshire.—E.C. have acquired site at Edern for school. Plans by W. L. Jones (L.), County Architect, County-bldgs., Shirehall-st., Caernarvon.

Cheadle, Ches.—Cheshire E.C. propose day nursery at Stockport-rd. Plans by E. M. Parkes (F.), County Architect, The Castle, Chester.

Coventry.—Board of Governors of Coventry and District Crippled Children's Guild, Holyhead-rd., propose new headquarters.

Cowling. — West Riding E.C. propose war-time nursery class at Sutton National schools.

Durham.—C.C. approved additional nurseries at Hetton, Blaydon and Thornley.

Durham.—Improvements proposed to outoffices at Westwood school, at £123.

Hope.—Hope Valley Area Council of Youth propose Youth Institute and Club at Edale.

Huntingdon.—T.C. approved plans for nursery at Ambury-rd.

Kington (Herefordshire).—R.D.C. propose public conveniences at Pembridge.

Liverpool.—Council of Youth, Our Lady Star of the Sea, Crosby, propose erection of youth centre.

Madeley.—Shropshire E.C. propose day nursery.

Newcastle-on-Tyne.—E.C. to make extensions to Fawdon school in prefabricated concrete. Plans by F. Harvey, Education Offices, Northumberland-rd., Newcastle-on-Tyne.—City Council to provide new sanitary accommodation and drains at Welburn Home, Ovingham. Plans by J. O. C. Solomon, City Property S.

North Riding.—E.C. approved schemes for central kitchens at Malton and Pickering. Plans by J. W. White, County Hall, Northallerton, County Architect.

Shrewsbury. — Shropshire Council of Youth propose youth centre, at £1,000.

York. — Trustees of York Minster Library, Minster Yard, propose new library.

BRITISH RESTAURANTS AND CANTEENS

Alfreton.—Pinxton Collieries Co., Ltd., propose canteen.

Blackwell.—R.D.C. approved plans for canteen to collieries for South Normanton Collieries, Ltd.

Brighouse.—T.C. approved plans by B.S. for structural alterations and equipment for school feeding at Longroyd school, for E.C.

Burton Latimer. — U.D.C. to consider establishing B.R.

Buxton. — Derbyshire E.C. received approval for erection of prefabricated building at Cavendish High school for Girls, at £850. Plans by J. Harrison (A.), County Architect, County Offices, St. Mary's-gate, Derby.

Caernarvonshire.—E.C. propose school feeding centres at 58 additional schools.

Corby.—Northamptonshire C.C. propose emergency meals centre.

Coventry.—T.C. preparing plans for prefabricated buildings on selected sites for two additional B.R.

Denby Dale.—U.D.C. propose B.R. at Denby Dale, Clayton West, Skelmersthorpe and Scissett.

Durham.—County E.C. to provide school meals facilities at another nine schools; central kitchen to be provided at Helmington Row school, at £1,045. Plans by F. Willey, County Architect, 34, Old Elvet, Durham.

Gateshead. — Couves & Partners, Carliol House, Newcastle-on-Tyne, are architects for canteen at North Eastern Trading Estate.

Glasgow.—Plans in hand for cooking department at St. Cuthbert's school, Possilpark, the architect being John MacNab, 129, Bath-st., Glasgow.

Greenock.—Plans prepared for canteen at Nelson-st., for which the architects are Will J. B. Wright & Kirkwood, Carlton House, Douglas-st., Glasgow.

Hinckley.—Leicestershire E.C. propose feeding centres, etc., at Middlefield Junior school, at £450, Modern Boys' school, at £100; Burbage Junior school kitchen extension, at £400; and alterations at Earl Shilton handicraft centre.

Hoole.—U.D.C. submitted scheme for alterations to All Saints' Mission Hall, for B.R., to M.F.

Kettering. — Northamptonshire C.C. propose emergency cooking centre.

Morpeth. — R.D.C. approved plans by Mauchlen & Wightman, Saville-row, Newcastle-on-Tyne, for miners' canteen at Broomhill.

Ossett.—T.C. approved canteen, for A. Metcalfe & Co., Ltd.

Oswestry.—Shropshire C.C. propose canteen kitchens at C.E. Junior school, Senior and Junior school, R.C. schools and Technical Institute for school meals, at £1,750.

Pocklington.—R.D.C. propose B.R.

Rotherham.—T.C. propose B.R. at Francis-st., Parkgate.

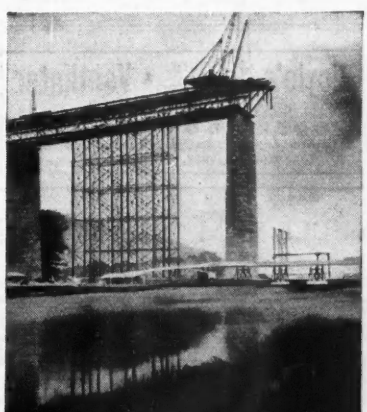
Rushden.—Northamptonshire C.C. propose emergency meals centre.

Saddleworth.—U.D.C. received approval for central cooking depot at Barn Meadow, Delph.

Stockton-on-Tees.—E.C. propose spending about £2,600 on adapting prefabricated hut and installing cooking equipment for proposed central kitchen at Ragworth. Plans by A. S. Knolles, B.E.

Walsall.—T.C. propose prefabricated building for B.R. on selected site. Plans by M. E. Habershon, B.E.

Wellingborough. — Northamptonshire C.C. propose emergency cooking centre.



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TENDERS

The Editor welcomes authentic information for this feature from architects, surveyors or contractors. Items should reach 4, Catherine-street, Aldwych, W.C.2, not later than Tuesday morning.

Tenders for A.R.P. work will be found under "A.R.P. Schemes."

* Denotes *accepted.*
† Denotes *provisionally accepted.*
‡ Denotes *recommended for acceptance.*
§ Denotes *accepted subject to modification.*
¶ Denotes *accepted by H.M. Government departments.*

Brighouse.—Structural alterations to refuse disposal plant offices, for T.C. H. A. Sneezum, B.S.: *Pickles Bros. (Builders), Ltd., Mile Thorn, Halifax.

Cheltenham.—Erection of B.R., for T.C. G. Gould Marsland, B. & Water E.; *M. J. Partridge, Birdlip, Glos.

Farnworth.—Erection of precast concrete nursery building with foundations, draining, etc., at Bridgewater-st., for T.C. F. Ashton, B.S.: *Drinkwater & Whittle, Norris-st., Farnworth, Lancashire.

Grantham.—Erection of B.R. at Firkin-st., for T.C. Acting B.S., Guildhall: *B. Pumphrey, Ltd., St. Catherine's-rd., Grantham.

Grimsby.—Erection of sub-station, for T.C.: *W. T. Scott, Louth, £205.

Hammersmith.—Works, for B.C.: For erection of day nursery at White City: *Thorogood & Sons, £4,019; alterations at Westway day nursery: *A. O. Laird, £360 (both subject to M.H. approval).

Harworth.—Erection of day nursery at Harworth Colliery athletic club ground, for E.C.: *King & Son, Edenthorpe, Barnby Dun, nr. Doncaster.

¶London (Air Ministry).—Contracts placed to value of £500 or over for week ended November 28.

Civil engineering work: John Laing & Son, Ltd., London, N.W.7; W. & J. Glossop, Ltd., London W.6; John Cochrane & Sons, Ltd., London, S.W.1.; Geo. Wimpey & Co., Ltd., Denham, Bucks.

Building work: A. N. Coles (Contractors), Ltd., Plymouth, Devon; G. E. Wallis & Sons, Ltd., London, W.C.2.

Structural steelwork: Fleming Bros., Glasgow.

Construction work: J. Gerrard & Sons, Ltd., Manchester.

General maintenance work: Galbraith Bros., Ltd., London, S.E.26; Janes (Builders), Ltd., Slough.

Air filtration work: Hopes Heating & Lighting, Ltd., Birmingham.

¶London (Ministry of Works).—Works contracts placed by M.O.W.P. during week ending November 26:—

London: Bldg. work, J. Garrett & Son, Balham Hill, S.W.12.

Ches: Bldg. work, John Dickinson & Co. (Bolton), Ltd., Bolton, Lancs.

Cumberland: Bldg. work, Leonard Fairclough, Ltd., Adlington, Lancs; electrical work, F. H. Wheeler & Co., Ltd., Imperial-bldgs., Oxford-rd., Manchester.

Dorsetshire: Electrical work, The Phœnix Electrical Co. (London), Ltd., 106, Jermyn-st., London.

Essex: Electrical work, Rashleigh Phipps & Co., Ltd., 2, Hanover-sq., London, W.1; bldg. work, John Mowlem, London; htg. and H.W.S., Norris Warming Co., Ltd., 5, Theobalds-rd., W.C.1.

Glos: Bldg. work, Nelson Construction Co., Ltd.; Crosby & Co., Ltd., Farnham, Surrey; electrical work, Buchanan & Curwen, Ltd., 15, Orchard-st., Bristol.

Hampshire: Electrical work, B. A. Corry, 21, Howard-rd., Southampton; bldg. work, Holland & Hannen and Cubitts, Ltd., London.

Herefordshire: Bldg. work, Higgs & Hill, Ltd., London; electrical work, B. French, Ltd., Mill-st. Electrical Works, Kidderminster.

Kent: Bldg. work, Hoad & Taylor, Market-sq., Horsham.

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Norfolk: Electrical work, The Phœnix Electrical Co. (London), Ltd., 106, Jermyn-st., London, S.W.1.

Warwickshire: Electrical work, The Etna Lighting & Heating Co., Ltd., 293-95, Broad-st., Birmingham.

Wilts: Bldg. work, William Cowlin & Son, Ltd., Bristol.

Yorks: Htg. & H.W.S., J. H. Shouksmith & Sons, Ltd., 132, Micklegate, York.

¶London (War Dept.).—Works contracts placed by War Dept. for week ended November 21:—

Stirlingshire: Miscellaneous and roadwork, B. Reynolds & Sons, Ltd., Stirling.

Roxburghshire: Miscellaneous work, James Miller & Sons, Hawick.

Kirkcudbrightshire: Road and miscellaneous work, Melville Dundas & Whitson, Ltd., Glasgow, C.2.

Cumberland: Miscellaneous work, Nicholson & Wright, Ltd., Lancaster.

Co. Durham: Miscellaneous work, E. Black, Darlington.

Yorks: Miscellaneous work, Geo. Houlton & Son, Hull.

Lancs: Miscellaneous work, Edwin Marshall & Sons, Ashton-under-Lyne.

Ches: Miscellaneous work, Norman Smith, Ltd., Stockport; W. Griffiths & Sons, Crewe; C. Cornes & Son, Hanley, Staffs; Wallasey Contractors & Decorators, Ltd., Wallasey, Ches.; Noden & Co., Ltd., Winsford, Ches.

Staffs: Miscellaneous work, Perks & Gould, Bilston, Staffs; A. Holmes & Sons, Ltd., Burton-on-Trent; building & miscellaneous work, Cooper Bros. (Builders), Ltd., Macclesfield.

Leics: Miscellaneous work, H. H. Garlick, Market Harborough.

Glos: Roadwork, W. G. Northcott & Co., Exeter.

Berks: Hutting (erection), Universal Housing Co., Rickmansworth, Herts.

Wilts: Hutting (erection), Downing, Rudman & Bent, Ltd., Chippenham.

London: Concrete work, Bunting Construction Co., Ltd., London, S.W.3; miscellaneous work, G. H. Gibson, Ltd., Croydon, Surrey; Norman Wright (Bldrs.), Ltd., London, S.E.25.

Kent: Hutting (erection), J. W. Ellingham, Ltd., Maidstone, Kent.

Sussex: Roadwork, Kaymat, Ltd., Horsham, Sussex.

Cornwall: Building work and hutting (erection), Carkeek & Son, Ltd., Redruth.

Manchester.—Erection of prefabricated building for day nursery at Sale-rd., Wythenshawe, for Public Health Committee. G. Noel Hill (F.), City Architect: *A. Hodkinson, Ltd., 62, Greenhill-st., Greenheys, Manchester 15 (estimated cost, £2,300).

Morpeth.—Rebuilding of tractor-house, cart-shed and workshop at Home Farm, Eshott: *J. G. Green & Sons,, Warksworth.

North Riding.—Further repair at Canon A. R. Lee Senior and Clifton Without Junior schools, for E.C.: *Jaram & Son, 20a, Gladstone-st., Scarborough, £1,436.

Northumberland. — Works for E.C.: Erection of "Nashcrete" building for cooking depot at Ponteland: *R. C. Williamson, Rowlands Gill, £743; canteen at Haydon Bridge Shaftoe Trust school: *Watson & Son, Haltwhistle, £578; kitchen at Seaton Valley Astley Central school: *Fred Hope, Gosforth, £435.

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